

ROADRACING WORLD®

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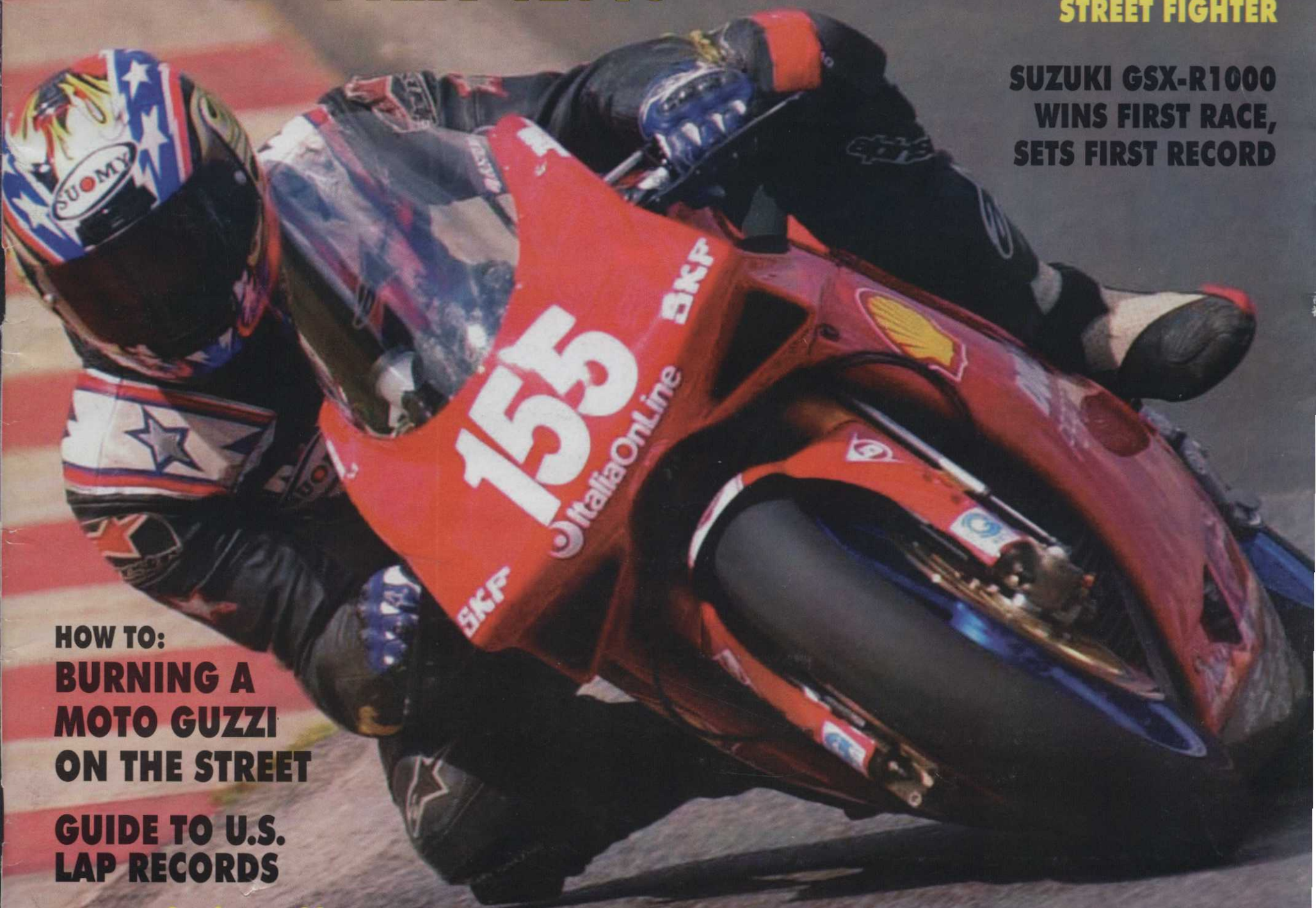
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It's Yamaha's All-New Naked Bike, But Not An R1

By Sam Fleming



The 2001 Yamaha FZ1, parked on its centerstand along a country road. The concept is, a naked R1. The reality is, it's an almost-completely new motorcycle.

Every generation firmly believes that the music of its youth is the best. This might be a side effect of a psychological need to retain dignity in a youth-worshipping culture, a pathetic example of a lack of adaptability or more proof that you can't teach old dogs new tricks. While the charnel house of youth fashion recycles nostalgia in ever decreasing periods, generations tend to wed a particular style of music and berate the following generation for not appreciating it.

Music has virtually no functional capacity but is a pure expression of aesthetics and taste. Critics of music rarely ever mention the quality of a recording, the frequency ranges covered or the number of seconds of music per dollar that a particular CD delivers. They don't review music technically because the mechanics of the music are seldom the point.

For the most part, American streetbikes are a luxury good to be used seldom but shown off regularly. Most of them are ridden fewer than 3000 miles a year. Most are not ever used for transportation. Like music, streetbikes are mainly an expression of the inner baby more than any sort of objective criteria. People listen to different types of music because they like the way it sounds and/or the way it makes them feel. People buy streetbikes for much the same reason.

The Consumer Reports approach of review works pretty well for racebikes but fails for streetbikes. Street-

bikes introduce too many emotions and therefore, too many variables. We all know a Ducati or two that would be gathering dust save for the loving polish delivered nightly by enchanted owners.

My streetbike is a black 1996 GSX-R750 with rear-sets, clip-ons, a Daytona tuned engine and admittedly blotchy carburetion. It is uncomfortable at low speeds although I use it exclusively around town. I rarely get it out of third gear. It would be panned by every single bike reviewer in the country and yet I choose it over all others. I like the way it sounds and I like the way it makes me feel. I don't want the easy listening favorites of classic rock, I want something that makes the average Porsche driver feel inadequate.

But that's just me.

Apparently there are a tremendous amount of people in the U.S. clamoring for heavy, upright bikes with scant fairings but increased fuel capacity who have been holding off their purchase until such a bike is made available with a high-horsepower engine.

For those people, the wait is over.

Yamaha is famous for building parts-bin bikes. In the past Yamaha engineers have often recombined engines, frames, forks, wheels and fairings to create various models all using the same basic parts. In the past this approach has resulted in some surprisingly good motorcycles and some groans from the consumers. Ironically, the first bike touted as a parts-bin bike is not. Marketing materials, pre-release

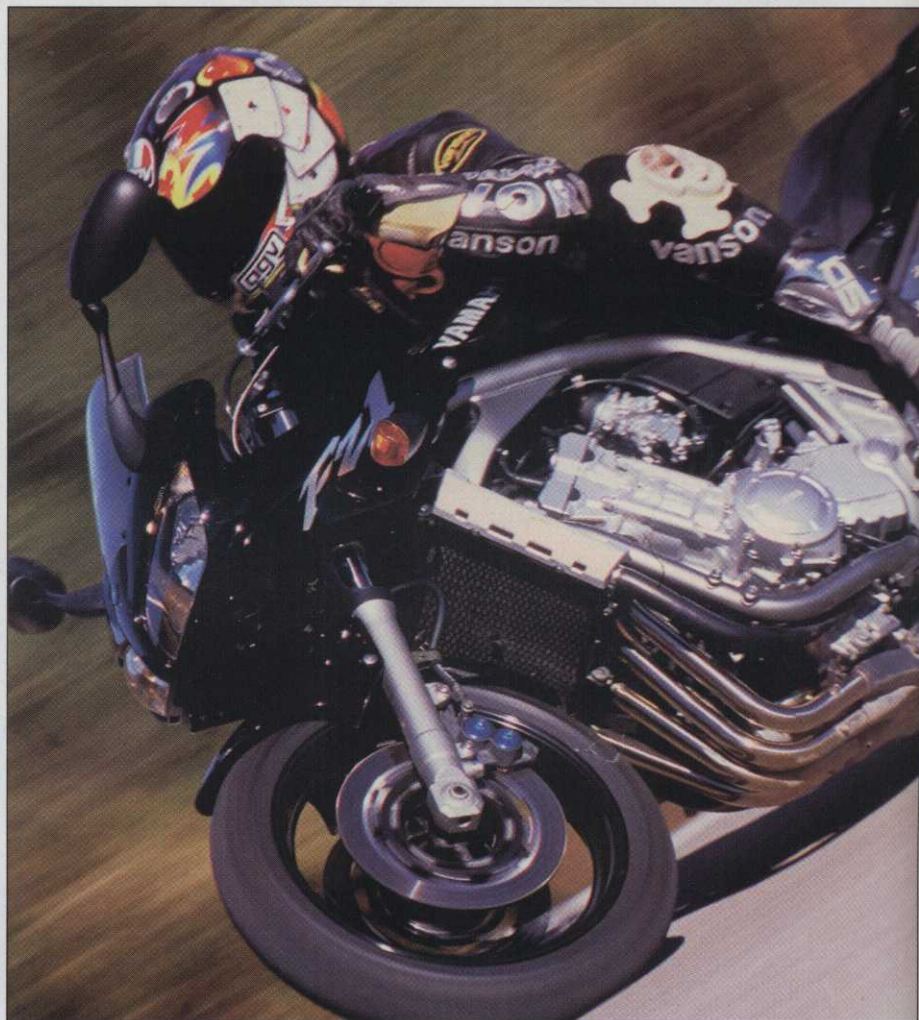
engine castings, head, cams, carbs, clutch, frame, forks, chassis geometry, rear wheel, bodywork, gas tank, footpegs, bars, and seat. It rapidly seems like the only things R1 about the bike are the moving parts of the short block and maybe the starter motor. These changes result in a motorcycle which will be enthusiastically greeted by some but disappointing to those who were hoping for sportbike performance with some additional creature comforts.

Dropping the bike off the centerstand (I am sorry but I haven't seen a centerstand on a motorcycle in years) I was struck with the FZ1's size and weight. For a performance motorcycle the FZ1 is big and, compared to today's featherweight sportbikes, pretty heavy. The handlebars are high and wide for a performance motorcycle. These two characteristics came to dominate my impression of the bike.

The engine has only been mildly retuned with a focus on fleshing out the bottom end at the expense of a little peak horsepower. However, the extra weight of the FZ dulls the ferocity of the original motor to a fair degree. The bike wheelies willingly but that is due more to the high bars than excessive power. The extra weight taxes the brakes and suspension when the rider is trying to hustle the bike down a Spanish back road at a brisk pace.

press, and many pundits have all proclaim the FZ1 as a naked YZF-R1. It is most decidedly not a naked R1.

Differences from the R1 include



Sam Fleming on the FZ1 in Spain. When you think about it, those guys riding early-1980s Superbikes looked kind of goofy, too.

The handlebars place the rider far above the tasteful fairing and resolutely in the windstream, creating more comfort problems than they solve. At speed (anywhere between 75 and 140 mph) the wind drag on the rider is significant and any hope of seeking refuge behind the screen is thwarted. In turns the bars deny weight transfer to the front wheel and censor front tire feedback. About the only time I liked the bars was while ambling through small towns when I was lost. Even then, I was not able to say I felt more comfortable than with a more traditional street/sport arrangement. Since Yamaha offers accessory handlebars and handlebar risers which can significantly lower the riding position I will try to avoid mentioning how much I disliked the handlebars again for the rest of this piece.

The suspension did a reasonable job of handling the increased weight but was hampered by soft springs. When I was riding quickly down the undulating back roads of Spain the bike would start to move gently in all three axes, partly due to the soft springs, partly due to the soft damping. The frame seemed sufficiently stiff and the chassis was noticeably better than the FJR1300 (an FJ1200-derived naked bike) which was weaving and wobbling through high-speed turns ahead of me while the FZ1 remained calm.

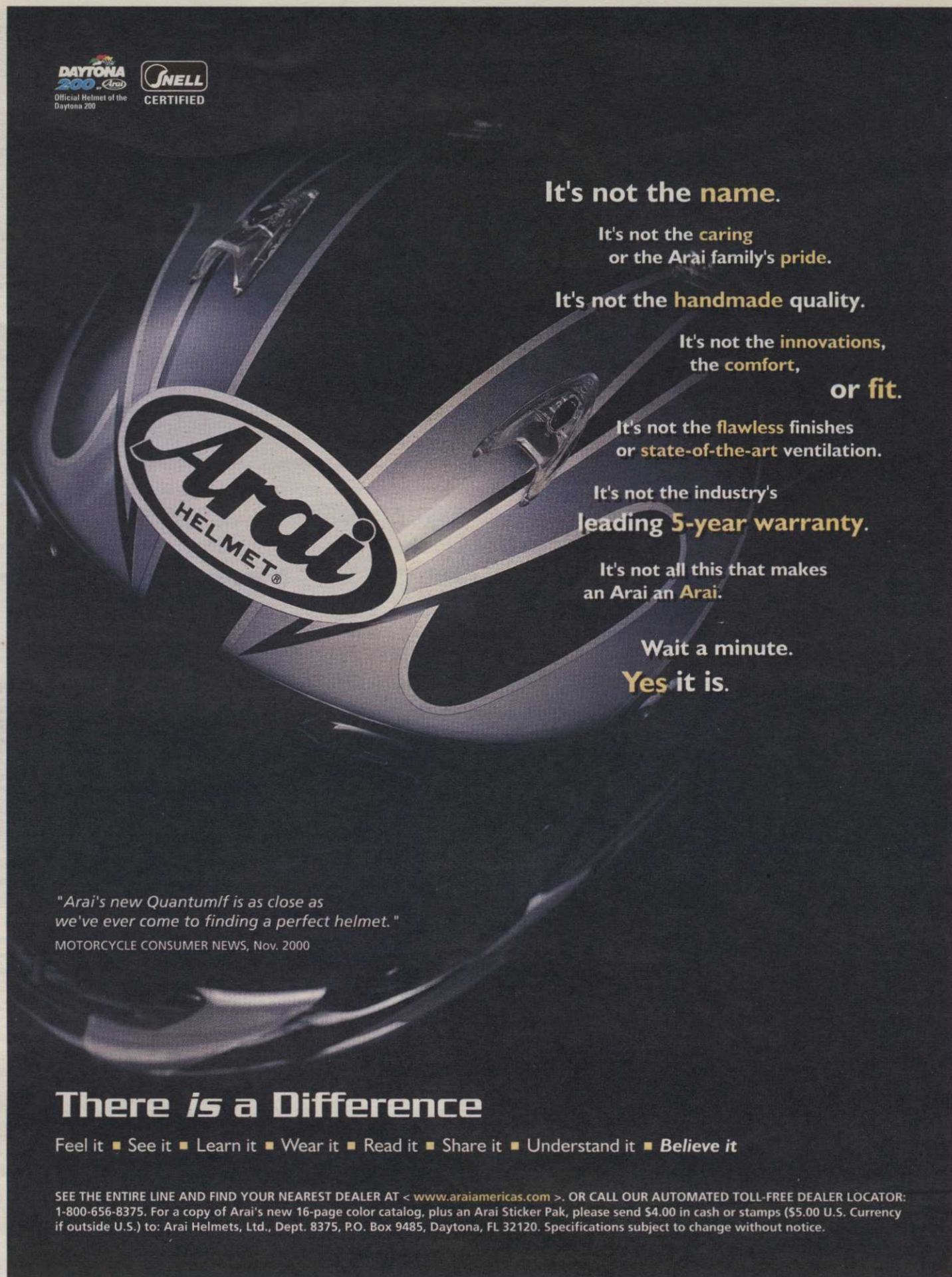
Initially the handling of the bike was exceptionally light but it seemed to lack grip on the dirty mountain roads of Spain. It would turn in quickly and be almost too willing to change lines mid-turn but also discouraged serious lean angles. A little sleuthing with a tire gauge revealed that the Metzlers fitted to the press bikes had been set with 40 psi front and rear. About halfway through the ride I reduced the pressure to 30 psi front and rear (like we run around on the street with in DC). This increased grip substantially but also slowed the steering of the bike. The slower steering was annoying at turn-in but there was improved feel mid-turn. The bike was less responsive when I wanted to initiate a line but held that chosen line with less input. Thus the ideal pressure would be determined by what the rider is looking for out of the bike. Probably somewhere in the 32-33 psi range would be about right. Of course, since the bike will be sold with Bridgestone tires in the U.S., none of this may apply.

The transmission is one of the better ones from Yamaha and the redesigned clutch stood up well to multiple drag starts and wheelies without displaying any of the historic FZ clutch woes.

The underlying problem behind all of the above complaints is that the bike is billed by Yamaha as being a naked R1 sportbike. That builds up some pretty high expectations for chassis and motor performance. However, Yamaha's engineering criteria for designing the bike included the following: Fuel capacity, centerstand, wind protection, two-up comfort, clock, exciting to ride and aggressive styling.

If the bike is evaluated on the terms of Yamaha's design brief, as opposed to comparing it to a real R1, the FZ1 succeeds admirably. The fuel tank has more capacity than the tanks on most bikes. The centerstand works fine. There actually isn't much wind protection offered by the fairing but a larger windshield could be fitted for those who want more wind protection.

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continued on page 6



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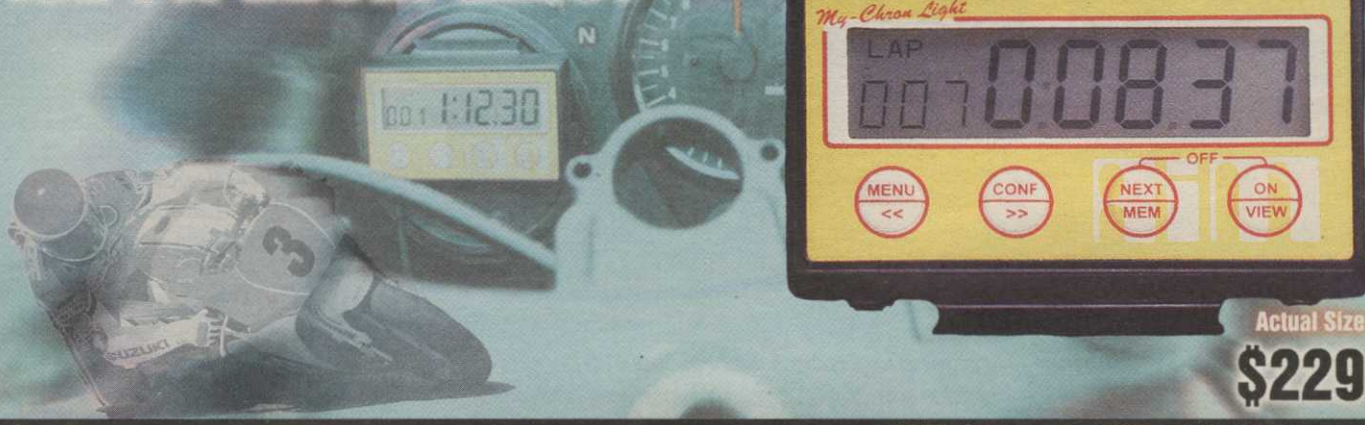
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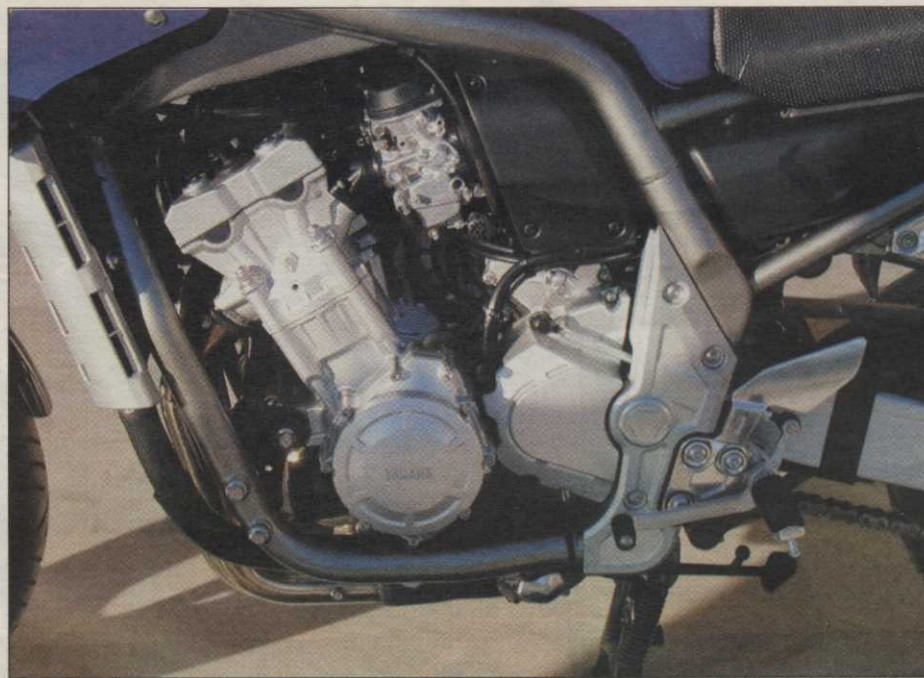
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As an experiment, I took one of the press launch ambulance drivers for a 10-mile loop. She didn't have much experience with motorcycles but the passenger accommodations were comfortable and non-threatening and she was soon at ease. The slightly-tiered seat allowed for room enough for the both of us without any of the usual knees-in-the-ears antics seen on ordinary sportbikes. The high-torque motor handled the additional weight of the passenger with aplomb. Slow speed, around town and traffic riding were all pleasures. The clock told time.

The styling is fresh and modern without being too affected. I thought it was a good idea to build the bike with a clean new look rather than use an early-1980s retro motif like many of the other hulking naked bikes.

It all really gets back to your inner baby. If your soul cries out for front-wheel feedback, snappy handling, and second-gear power lifts, search for something with clip-ons and sub-400-pound dry weight. If your inner baby wants to be swaddled with creature comforts, easy chain maintenance and refined traffic manners coupled with a seriously powerful motor, look no further.



Nothing says streetbike like a rubber-mounted engine, rubber-covered footpegs, sidedraft CV carbs and the vanity covers bolted onto a steel frame.

The Build

As we have seen, far from being a YZF-R1 with higher bars and a smaller fairing, the FZ1 is a completely different motorcycle.

The engine is R1 derived but shows many signs of a firm commitment from Yamaha to the FZ1 project. Manufacturers do not commit themselves to new crankcase castings and head designs



Some of the few actual YZF-R1 pieces seen on the new FZ1: Front wheel, discs, calipers.

lightly. The FZ1's cases include a boss for rubber mounts to match the new frame. The head is redesigned to work with 37mm sidedraft CV carburetors (instead of the YZF-R1's 40mm down-drafts) although it retains the cams and valve springs from the R1. The compression ratio has been reduced from 11.8 to 11.4. The airbox volume has been decreased 1-liter (from 8.0 to 7.0 liters) to provide additional room for fuel. The drop in compression, the curved ports, the smaller carburetors and the smaller airbox conspire to reduce peak power from 148 for the YZF-R1 to 141 for the FZ1. Torque is reduced from 82 lbs.-ft. for the YZF-R1 to 78 lbs.-ft. for the FZ1.

The engine covers that were magnesium on the R1 appear here in aluminum to pare cost. (That \$2000 price difference has to come from somewhere.) This includes the generator cover, the valve cover and the clutch cover. Additional cost savings were found in the exhaust system, which features a stainless steel muffler (instead of the YZF-R1's titanium) although the FZ1 retains the EXUP system.

The crank has been additionally weighted 650 grams to smooth out the power delivery of the engine while the clutch size and weight have been reduced (by 410 grams) to improve shifting. The FZ1 clutch gains an additional drive and driven plate to offset the reduced diameter, and therefore reduced swept area, of the plates as a whole.

Specifications 2001 Yamaha FZ1

Engine Configuration:	Inline Four, 4-stroke, DOHC
Engine Displacement:	998 cc
Engine Cooling:	Liquid
Compression Ratio:	11.4:1
Combustion Chamber Design:	5-valve
Valves Per Cylinder:	5
Intake Valves Per Cylinder:	3
Exhaust Valves Per Cylinder:	2
Bore x Stroke:	74 mm x 58 mm
Claimed Peak Horsepower:	141 bhp @ 9500 rpm
Claimed Peak Torque:	78.1 lbs.-ft. @ 7500 rpm
Engine Redline:	11,500 rpm
Valve Angle (Included):	Center Intake, 9.5 degrees; Outside Intakes, 16.75 degrees/ 11.5 degrees Exhaust (28.25 degrees)
Combustion Chamber Volume:	14.0 cc
Valvetrain Type:	DOHC, Link-plate Chain Drive, Bucket Followers, Shim-under- bucket Lash Adjustment.
Valve Adjustment Interval:	26,200 miles
Intake Valve Diameter:	23.0 mm
Exhaust Valve Diameter:	24.5 mm
Intake Valve Stem Diameter:	3.9 mm
Exhaust Valve Stem Diameter:	4.4 mm
Intake Valve Maximum Lift:	7.3 mm
Exhaust Valve Maximum Lift:	7.7 mm
Intake Valve Timing:	Open BTDC: 32 degrees Closed ABDC: 56 degrees Duration: 268 degrees
Exhaust Valve Timing:	Open BTDC: 61 degrees Closed ABDC: 35 degrees Duration: 276 degrees
Valve Timing Measurement Point:	Intake, 0.15 mm; Exhaust 0.25 mm
Fuel Delivery System:	(4) Mikuni BSR 37 Semi-flat slide Carburetors
Throttle Body Venturi Size:	37 mm
Air Filter Type:	Pleated Paper Element
Exhaust System Type:	Four-into-one w/ EXUP
Ignition System:	Digital Electronic
Lubrication System:	Wet Sump
Oil Capacity:	3.9 quarts (3.7 liters)
Fuel Capacity:	5.5 gallons (21 liters)
Transmission Type:	6-speed, Constant Mesh
Clutch Type:	Multi-plate, Wet
Clutch Actuation System:	Cable
Clutch Spring Type:	Coil
Number Of Clutch Springs:	6
Number Of Clutch Plates:	17
Drive Plates:	9
Driven Plates:	8
Primary Drive:	Gear (straight-cut)
Primary Drive Gear Teeth (Ratio):	68/43 (1.581:1)
Final Drive Sprocket Teeth (Ratio):	44/16 (2.750:1)
Transmission Gear Teeth (Ratios):	6th: 29/26 (1.115:1) 5th: 30/25 (1.200:1) 4th: 28/21 (1.333:1) 3rd: 30/20 (1.500:1) 2nd: 35/19 (1.842:1) 1st: 35/14 (2.500:1)
Transmission Overall Ratios:	6th: 4.848:1 5th: 5.218:1 4th: 5.796:1 3rd: 6.522:1 2nd: 8.009:1 1st: 10.870:1
Theoretical Speed In Gears At Redline:	6th: 176 mph 5th: 164 mph 4th: 147 mph 3rd: 131 mph 2nd: 106 mph 1st: 78 mph
Engine Speed At 60 mph:	4100 rpm
Frame Design (Material):	Double Cradle (Steel)
Rake/Trail:	26.0 degrees/ 4.1 inches (104 mm)
Wheelbase:	57.1 inches (1450 mm)
Seat Height:	32.3 inches (820 mm)
Footpeg Height:	14.0 inches (356 mm)
Handlebar Height:	41.5 inches (1055 mm)
Steering Stem to Seat Center:	30.0 inches (762 mm)
Front Forks:	Yamaha/Soqi, Conventional
Fork Tube Diameter:	43 mm
Fork Adjustments:	Rebound Damping: 25 Positions (Clicks) Compression Damping: 25 Positions (Clicks) Spring Preload: 21 mm Range
Front Wheel Travel:	5.5 inches (140 mm)
Rear Wheel Travel:	5.3 inches (135 mm)
Rear Suspension Type:	Yamaha/Soqi Single Shock With Piggyback Reservoir, With Linkage
Rear Shock Adjustments:	Rebound Damping: 20 Positions (Clicks) Compression Damping: 12 Positions (Clicks) Spring Preload: 9 mm Range
Front Brakes:	298 mm (11.7-inch) Dual Discs, 4-piston Calipers
Rear Brake:	267 mm (10.5-inch) Disc, Twin- piston Caliper
Front Wheel:	3.50 x 17.0-inch Cast Aluminum Alloy
Rear Wheel:	5.50 x 17.0-inch Cast Aluminum Alloy
Front Tire:	120/70-17 Bridgestone BT020F radial
Rear Tire:	180/55-17 Bridgestone BT020R radial
Claimed Dry Weight:	459 pounds (208 kg)
Claimed Wet Weight:	509 pounds (231 kg)
Weight Distribution, Percent:	48.9F/51.1R
GVWR:	926 pounds (420 kg)
Overall Length:	83.7 inches (2125 mm)
Overall Width:	30.1 inches (765 mm)
Overall Height:	46.8 inches (1190 mm)
Ground Clearance:	5.5 inches (140 mm)
Suggested Retail Price:	\$8499

continued on page 15



Perhaps the biggest thing the FZ1 has going for it is the delivery of about 80 pounds of torque for about \$8500. But the low price comes with a performance cost, and extra weight. All it really needs to equal the R1 is a Deltabox frame, clip-ons, 70 less pounds and \$2000 added to the suggested retail price.

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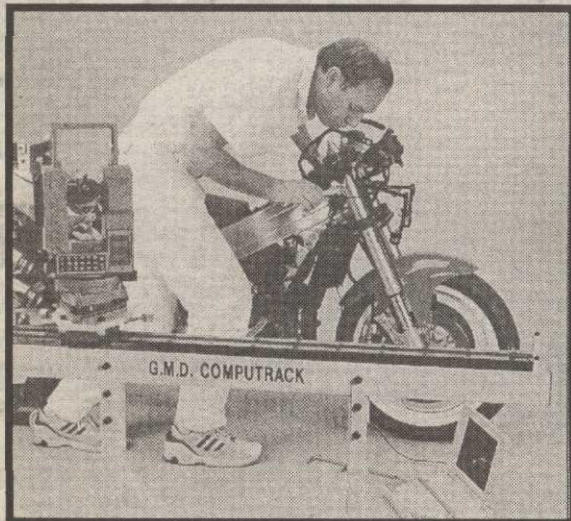
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8—Roadracing World, April 2001

LETTERS

To the editor

Response To Battery Failure Story

The day the January issue of *Roadracing World* hit my mailbox, I began getting e-mail responses to my battery failure story. I've gotten 60 replies so far from all over the United States, Canada and even Adelaide, Australia! Only 30 percent of the respondents told me where they lived but still, the entire country was represented, from Washington State to California, Texas, Florida, Michigan, North Carolina, Georgia, Tennessee, Washington D.C. and New Jersey. Apparently the black cloud of sudden battery failure extends far and wide. Word of the story is spreading to non-subscribers now, and they too are e-mailing me their failure reports.

Before going any further, I really must thank everyone for the kind words they directed to this humble scribe. I really appreciate the good thoughts, compliments and words of encouragement. The story was a bit long and I apologize for that. I'm actually surprised so many people read it all the way to the end! Thanks again to all!

In order to make some sense of all this information I received, I made columns of categories and checked boxes to all that applied as I read each e-mail. Breaking the replies down into statistics this way was interesting. For example, 6 percent of respondents had no battery failures to report, only words of thanks for bringing this issue to light. Not surprisingly, though, 94 percent had experienced some sort of unexpected battery failure, while 62 percent mentioned specifically the Sudden Battery Failure (SBF) syndrome. Several used the term "snap failure," 20 percent have friends who've suffered SBF and 30 percent had this happen more than once, sometimes two or three times; 7 percent said they were professional mechanics who've experienced multiple, aggravating battery failures, usually while working on customers' bikes. Feelings run high when it comes to battery failure.

A lot of people are really, really mad about this whole battery reliability issue. Boy, did some people vent! Tales of being stranded, spoiled group rides, missed events and pushing bikes down the road were common. For the most part, people hammered Yuasa for selling what they call "junk." Many riders have just given up and resigned themselves to buying new batteries every year, even though they feel this is intolerable. A couple people actually stood up for Yuasa saying that they've had contact with Yuasa representatives for many years. They say Yuasa has known about these problems for a decade or more. The placating words from Yuasa haven't changed. In reality, nothing has changed. The vast majority of e-mail respondents endorse the cynical view that bad batteries are good for business! I think Yuasa is demonstrating this is their working philosophy.

Another interesting fact that came to light is SBF doesn't seem to be confined to one brand of motorcycle. Reports always mentioned the motorcycle type and every brand was included and every engine type was represented. There were Singles, all the different V-Twins, V-Fours, Flat and Vertical Twins, Triples, Vertical Inline and Flat Fours and Sixes - everything! The shakers and non-shakers alike all experience SBF. If vibration is the problem, as some surmise, I'll have to conclude that the frequency and amplitude don't matter - any vibration at all seems to be bad. Many people mentioned that the original, OEM "Made in Japan" battery lasted several years. It was only when installing U.S.-made replacement batteries that troubles began. Yuasa, are you listening?

Several people asked me about the tour of the factory Yuasa promised. Well folks, they didn't follow through with their promise! Is anyone surprised? Their attitude towards me changed almost overnight and they put

me off with lame excuses. As early as last August, at the Pocono F-USA event, I had suddenly become persona-non-grata. Maybe, when I turned down two free batteries, their brain cells all shorted out from disbelief! I think they have one good guy in management up there in Reading (he knows who he is) but that's about it. I predict he'll be leaving soon for greener pastures.

On a positive note, I did get some glimmer of hope from all the correspondence. I read good words about Trojan Battery Co. I don't know anything about them but some people feel they make a good product. I also read good things about Wal-Mart batteries. I'm told Wal-Mart batteries are made by Johnson Controls in Milwaukee, Wisconsin. I'll have to search out the nearest Wal-Mart and see what they have for sale. One kindly person says that wrapping the battery in foam will make it last an additional year and 3 percent of the respondents said they've had great luck with sealed, maintenance-free batteries.

There is definitely more work to be done. I've obtained an old maintenance-free battery from a friend and I'm going to cut it open. It lasted six years in a VFR and gradually lost its ability to hold a charge. It'll be interesting to see if it's designed differently than standard batteries. I'll find out and take pictures. I'm going to research Trojan Battery and see if they are available in my area. I'm also going to locate and visit a Wal-Mart. Lastly, I'll continue to work up all the data and monitor incoming e-mail, so keep 'em coming to edeyeball@yahoo.com.

Thanks to *Roadracing World* for providing a forum for the airing of this investigation.

Ed Siccardi Jr.

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Downingtown, Pennsylvania

Delivery Of Roadracing World Causes Slowdown Of World Economy

After reading some stuff on a website regarding whether print is dead, I had to write you.

I frequent a few sites for the latest results and news, but they can't replace your publication. When *Roadracing World* shows up at the post office I'm like a kid rushing home to watch his favorite TV show. When home I go hide for a bit reading all the good stuff and (save the) rest for bedside reading, etc. Then I'll read it again. I'm pitiful.

What I also like about your publication is the advertising! Yes, the ads. I'm always looking for new products. So I'll always scan them really carefully. (Example: this summer I was looking for someone to straighten a wheel, if it could be done. No Luck. So I bought one from your classifieds. Then found a business advertising this service in your publication.) I'm not looking for pink neon running lights! Your ads are for racers. And I'll be racing again if I stop breaking bones riding MTB. Two consecutive summers.

Dan Gagliarde

Hyannis, Massachusetts

In Support Of Delta Pilots And Their Refusal To Work Overtime

Chris Ulrich, it is Delta Management you should blame for your inconvenience (sic). They could hire more pilots or schedual (sic) pilots so they don't need to work overtime. I am a union aircraft mechanic for another major airline, who has been in contract negotiations for four years, and has not had a contractual pay raise for nine years. We would love to strike the airline but the government's National Mediation Board will not let us. I can relate to Delta pilots and I am sure they have very good reasons for their actions.

Chris, it is the people in labor unions that support your sponsors and your advertisers. It is very wrong of you to take management's side in a labor dispute. Unions could boycott your sponsors and adver-

tisers. Sooner or later you will be involved in a rider's union taking a stand against promoters. Maybe then you will understand Delta pilots' actions.

Ben Doll

Aircraft Mechanics Fraternal

Association Member

Mounds View, Minnesota

Chris didn't "take management's side in a labor dispute." He took the traveling public's side, and his viewpoint was also influenced by his girlfriend's mother, a Delta flight attendant who doesn't agree with the Delta pilots' position. Suggesting that "unions could boycott your sponsors and advertisers" over Chris expressing his personal opinion in a labeled opinion column is a sad example of trying to use intimidation instead of reason to express a difference of opinion....John Ulrich, Editor.

Marketing Maven Can't Believe CBR Stands For Nothing...

I recently purchased a CBR600F4 but when I inquire as to what the CBR stands for, I have been surprised to find a lot of people and techs say...."Nothing...they are just letters". Being in marketing, I cannot believe that one of the major identifiers for this bike is fictitious and without meaning. In researching YZF and GSX-R, I am finding the same. Is it true? Where did CBR come from? What does it stand for? I tried the Japanese Honda web page but my Japanese is very rusty and could not make head or tails of where to inquire.

P.J. Damon

Nashua, New Hampshire

Okay, what does Cheerios stand for? How about the LX designation on some car models? The LE designation? The SLE version of GMC pickups? The original Datsun 240-Z? What does Miata mean? How about Swisher? Or about a billion different product names seen all around us? If that doesn't work for you, just make something up so you'll feel better. How about, Constantly Being Radical?....John Ulrich, Editor.

Lack Of AMA Consideration For Riders

I would like to thank you for your coverage of the AMA's rule change procedure, something I like to call "Don't ask, just tell."

I am a regular with the WSMC and was planning on rejoining the AMA after a lapse in membership. The plan being to purchase and build a bike to compete in the Laguna Seca and Willow Springs events in the Pro Thunder class. Then rumors began flying about the exclusion of that class at double race weekends and the Laguna round. This after the AMA had published a schedule for the year and I among others have begun preparations for the events.

This is further evidence of the AMA's lack of consideration for all participants involved. I agree that Thursday practice should remain for the support classes. One of the major reasons behind my efforts for this season was to ride Laguna Seca.

continued on page 60

Send letters to Editor John Ulrich, Roadracing World, P.O. Box 1428, Lake Elsinore, CA 92531. All letters must be signed and must include your true name, complete address and daytime phone number to be considered for publication. If we cannot reach you by phone to verify your letter, it will not be published. Letters signed with fictitious names and anonymous letters will not be published. Published letters do not necessarily reflect the official position of this publication and all letters may be edited for clarity and length. Delusional letters from raving lunatics, conspiracy theorists, professional victims or others with a tenuous grasp on reality may or may not be published, depending upon their apparent entertainment value as judged by the editor.

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PERFORMANCE

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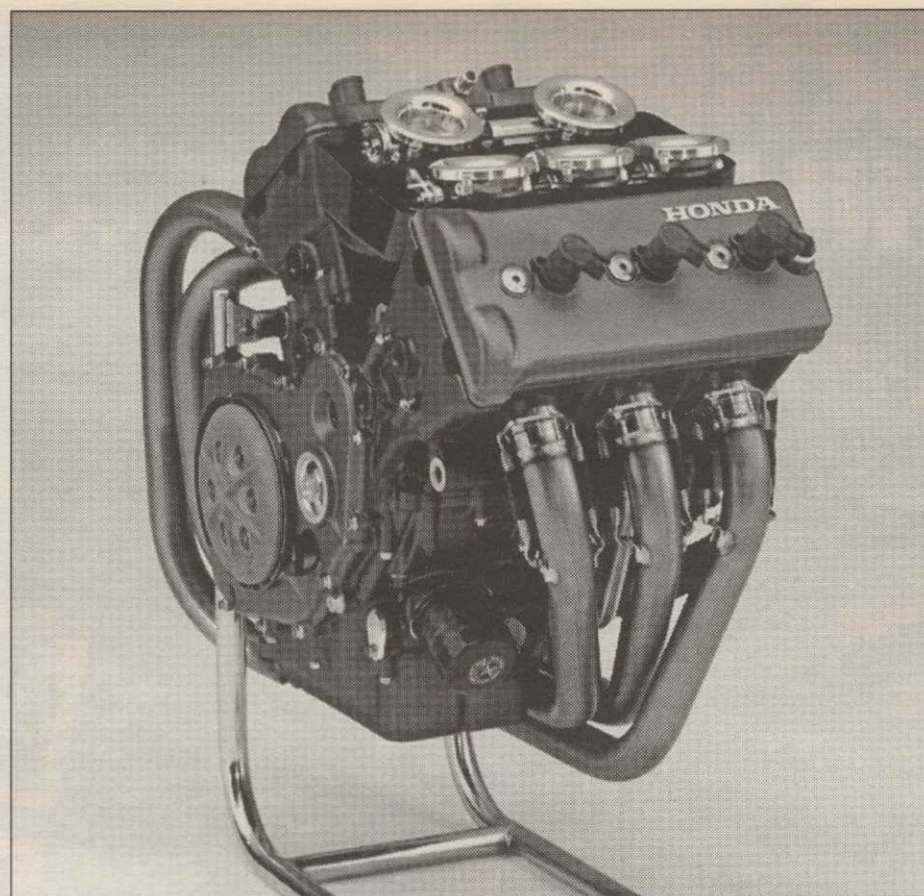
THE PERFORMANCE CONNECTION

As predicted, on January 29 Honda Racing Corporation officials in Tokyo unveiled the V-5 engine the company will use in the 2002 Grand Prix World Championship. Designated the RC211V, the engine uses a three-front-cylinders, two-rear cylinders configuration, and the engine coding, according to Honda officials, refers to this being "the first four-stroke racing engine designed by Honda for the first year of the 21st century." According to a press release issued by American Honda Motor Corp., "Honda arrived at the unique V-5 engine configuration after examining the revised Federation Internationale de Motorcyclisme (FIM) regulations for 2002. This engine was selected because Honda believes that it will best satisfy two design requirements that Honda has historically pursued: 'Concentration of mass' and 'reduction of projected area'. The five cylinders have round pistons and four valves each. For the intake system, PGM-FI (programmed fuel injection) has been adopted. The minimum weight as stipulated by the regulations for four- or five-cylinder engine motorcycles is 145kg (approximately 320 lbs.)."

The Honda press release continued, "This new chapter follows the storied history of four-stroke innovation for which Honda is famous. The last four-stroke milestones in Honda motorcycle racing were Mike Hailwood's ultimate victory with the four cylinder RC181 in 1967 in Canada, and Freddie Spencer's final outing on the oval-pistoned NR500 in 1981 during the British Grand Prix. Honda also has a special Grand Prix history with 5-cylinder engines—Luigi Taveri won the manufacturers' and riders' Championships for Honda in 1966 with the 125cc RC149."

Yamaha, meanwhile, announced that it has been testing its own Grand Prix four-stroke for six months. The Yamaha engine, code-named OW-M1, is an Inline Four with five valves per cylinder, and has been slotted into a modified YZR500 chassis for testing purposes. The four-stroke has already produced better acceleration and more top speed than the YZR500 two-stroke V-4, but has not matched the YZR500 in terms of lap times. For more, see Mat Oxley's report on GP testing at Jerez, on page 87.

Meanwhile, a comparison test conducted by the Japanese magazine Motorcyclist and the Spanish magazine Motociclismo in Spain paralleled the March issue findings of Road-racing World that the new Suzuki GSX-



Honda's V-5 four-stroke Grand Prix engine, which features round pistons and four valves per cylinder. Honda and Yamaha have already been testing four-stroke GP engines for months, in anticipation of 990cc four-strokes being allowed into what is now the 500cc World Championship for the 2002 season.

R1000 far outclasses its competition in terms of performance. According to the test, published in the March issue of (Japanese) Motorcyclist, the four bikes included in the comparison fared as follows:

Suzuki GSX-R1000: Top speed 287 kph (178.3 mph), 158.2 ps (156 bhp)
Yamaha YZF-R1: Top speed 278 kph (172.7 mph), 148.1 ps (146 bhp)
Honda CBR929RR: Top speed 274 kph (170.3 mph), 148.4 ps (146.4 bhp)
Kawasaki ZX-9R: Top speed 273 kph (169.6 mph), 142.1 ps (140.2 bhp)
In terms of lap times on the Calafat road course, the results are as follows:
Suzuki GSX-R1000, 1:38.13
Yamaha YZF-R1, 1:38.82
Honda CBR929RR, 1:39.52
Kawasaki ZX-9R, 1:40.58

And on February 10, Team Valvoline EMGO Suzuki's Grant Lopez took the GSX-R1000 to its first race win and lap record. Lopez won the Unlimited Grand Prix race during a CCS Regional event at Homestead Miami Speedway, breaking his own lap record in the process. For details, see the race report on page 53.

On February 2, the U.S. 4th Circuit

Court of Appeals issued a ruling that the AMA was guilty as charged in the Edmondson vs. AMA case, but ordered a new trial to determine the exact amount of damages. The only issue to be determined in the new trial is the value of Roger Edmondson's share of a joint business venture he was involved in with the AMA. In other words, the court said that the AMA is guilty, but because the trial judge did not allow the jury to distinguish between tangible and intangible assets when it decided on the amount of damages, that issue must be retried. Legal sources familiar with the trial said that the new litigation could cost the AMA an additional \$1 million or more in legal fees. The appeals court also ruled that the AMA's conduct justified the application of North Carolina's treble damages statutes.

An AMA contractor immediately called representatives of the motorcycle media and portrayed the court decision as a huge victory because the Appeals Court only confirmed about \$240,000 in damages, set aside a punitive damages award, and ordered the retrial on the issues of additional damages and punitive damages. The appeals court also vacated the award of attorneys fees to Edmondson and ordered the trial

judge to reconsider his order that the AMA pay Edmondson's attorneys fees after a jury in the retrial determines a final damage award. But sources close to Edmondson's legal team, meanwhile, said the decision was a victory for Edmondson because his legal team could now "take another bite of the apple" with a chance to increase the damages awarded by the first jury. Those sources also said that the retrial could double the legal fees the AMA could have to pay, for its own lawyers as well as Edmondson's lawyers, depending upon the final verdict and the trial judge's decision.

But for the first time in the Edmondson vs. AMA case, the AMA publicly admitted that errors were made and outlined a plan to avoid similar problems in the future. A statement posted on the AMA website www.amadirectlink.com February 3 and headlined "Court Rules In AMA Appeal", reads "The Fourth Circuit Court of Appeals in Richmond, Virginia, has issued a decision in the American Motorcyclist Association's appeal of a 1998 circuit-court ruling stemming from a lawsuit filed by the Association's former road-racing manager, Roger Edmondson, the AMA reports. The Court of Appeals reversed the lower-court ruling on two of the 10 points raised in the AMA's appeal, and ordered the lower court to correct mistakes in four other areas. That had the effect of upholding less than 10 percent of the damages awarded to Edmondson, reducing the judgment from \$3.2 million to \$240,000, with some elements of the case still to be determined. The lawsuit arose from the non-renewal in 1994 of contracts under which Edmondson functioned as manager for the AMA's national championship road-racing series and administrator for several classes included in that series. At the time of his departure from those positions, the AMA entered into negotiations with Edmondson and made a financial offer to terminate the relationship. Those negotiations were unsuccessful, and Edmondson ultimately formed the North American Sport Bike series, signing contracts with several racetracks that had previously hosted AMA road races. Subsequently, most of those racetracks terminated those contracts and returned to the AMA schedule. Edmondson then sued the AMA, alleging that the Association had interfered with his racing program. In 1998, he received a \$930,000 award from a jury, and a ruling by the lower court that the AMA should pay triple damages, resulting in a \$2.8 million judgment. To that was added some \$400,000 in legal fees for a total of \$3.2 million."

The AMA statement continued, "We felt, and several internal and external legal advisors agreed, that the facts of this case did not justify the damages assessed in the lower court, so we proceeded with the appeal."

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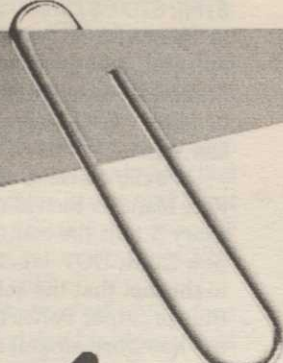
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On The Front Cover: Ben Bostrom on his works Ducati 996R, at Kyalami, South Africa, and the 2001 Yamaha FZ-1 in Chiclana de la Frontera, Spain. Photos by Yves Jamotte/Sports Photography and David Dewhurst.



For Your
Eyes Only

TOP SECRET

Spring 2001

Sport Cup

Technical Manual

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said Rick Gray, Chairman of the AMA Board of Trustees. 'We are pleased that the Court of Appeals listened to our arguments and substantially reduced the damages in this case. In 1990, the AMA entered into a joint venture agreement with Edmondson that bound us together contractually,' Gray noted. 'By 1993, we realized that we had irreconcilable differences regarding the future of the AMA's road-racing program, and we sought to find an amicable end to that joint venture agreement. The AMA never set out to take anything from Mr. Edmondson without compensation,' Gray said. 'Indeed, Mr. Edmondson was repeatedly offered a fair value for his consulting services after the end of his business relationship with the AMA, a value that far exceeded the amount of damages affirmed by the appeals court. However, the AMA could not reach agreement with Mr. Edmondson and, when he repeatedly refused those offers, the AMA had to go forward and continue to run its racing series as it had for the previous 70 years.'

Continuing, the AMA statement said "The ruling by the appeals court says that after the negotiations failed, the AMA moved to appropriate the property that was part of the joint venture. It specifically says that the AMA took control of a mailing list owned by Edmondson and interfered with contracts he signed with three racetracks. The total value of those assets is placed at \$80,000, and the court has, pursuant to North Carolina law, ordered the AMA to pay Edmondson triple that value as compensation, for a total of \$240,000. Still at issue is the value of Edmondson's share of other tangible assets of the joint venture agreement, including such items as computer and racing equipment. The appeals court ruled that the lower-court judge had made a serious error in the way he instructed the jury to tabulate that value. That part of the lawsuit was responsible for \$2.25 million of the \$2.8 million total award. The appeals court also completely rejected the lower court's finding that the AMA owed Edmondson a portion of television revenues. 'Hopefully, this decision moves us much closer to the conclusion of a case that is based on business dealings which took place many years ago,' Gray said. 'It is apparent that errors were made by the trustees and staff in the way agreements were structured with Roger Edmondson, in the attempts to negotiate with him and during the litigation. Those actions were misconstrued and played a role in the lower court's original verdict.' The lower-court judgment has been budgeted by the Association and set aside since the original ruling was handed down. In the meantime, the AMA Board has reviewed policies and instituted a number of changes in the way the Association enters into contracts with those providing services. 'One of the results of this litigation is a resolve on the part of the trustees and staff to never let this happen again,' said Gray. 'In today's commercial climate, we cannot avoid lawsuits. However, since the time of the turmoil that led to this verdict, the Association has taken steps to protect against a recurrence. Contracts with significant vendors and other business relationships are now subject to an intense business and legal review prior to execution. In today's business world, relationships must be defined at the outset, and those definitions must be in writing. If that had been done with Mr. Edmondson,

both he and the AMA would have known exactly what the ending of their business relationship would mean to them.' While the case has dragged on, the AMA has moved forward with its competition program, creating a professional racing subsidiary under the direction of a separate board. In road racing, Supercross, motocross, flat-track and hillclimb competition, the Association has been able to bring in new sponsors, increase payouts to riders, expand the fan base and substantially upgrade the level of television coverage for professional motorcycle racing. 'The creation of this new subsidiary has allowed the AMA, under the leadership of its President, Robert Rasor, to focus on its primary role of protecting motorcyclists' right to ride, while AMA Pro Racing continues to expand opportunities for the racers, teams, promoters and fans involved in motorcycle competition,' Gray concluded."

In a sense, both sides in the Edmondson vs. AMA case claimed the Appeal ruling was a victory. But the fact that the AMA acted improperly and owes Roger Edmondson damages of at least \$240,000 has been ruled on and confirmed by the Appeals Court. We'll have to await the retrial to know the final bill that AMA members will pay for the entire affair. In the meantime, see analysis of the decision by David Swarts and Joe Facer on pages 38 and 43 of this issue.

The Appeals Court ruling came hot on the heels of the news that former AMA President J. Scott Thornton's retirement last fall actually came one step ahead of the axe, in the face of outrage from AMA members and the AMA Board of Trustees over evidence that Thornton fabricated a first-person story of Vietnam War bravery, heroism and suffering published in the September 2000 issue of American Motorcyclist magazine. Thornton in fact never served in Vietnam and was exposed by a website dedicated to exposing fake tales of military service shortly before his one-year contract with the AMA was up for review and renewal. Facing hard questions about his military record and the column as well as the certainty that his contract would not be renewed, Thornton declared that he would retire. The story debunking Thornton's claims of Vietnam service and his related emotional problems appears at www.phonyveterans.com. Violent reaction to the news that Thornton lied about his military service in the official magazine of the AMA was behind his replacement by long-time AMA employee (and then Vice President) Rob Rasor, effective November 1, 2000. Thornton had been hired by the AMA as President one year earlier, in November, 1999. He replaced Ed Youngblood, who resigned at the height of controversy over his part in AMA actions leading up to the still-unresolved Edmondson vs. AMA lawsuit. The AMA Board of Trustees never publicly announced why Thornton retired. When asked January 30 if the website report was true, a Trustee declared it "water under the bridge". Two other Trustees confirmed that Thornton had fabricated the tale of wartime service and that reaction from veterans in the membership and on the Board forced the retirement. None of the Trustees contacted by *Roadracing World* were willing to be quoted on the matter. Thornton could not be contacted by *Roadracing World*.

On January 31, the AMA released an official statement concerning former President J. Scott Thornton. The release is reproduced here: "In recent days, questions have been raised in various forums about the circumstances leading to the departure of Scott Thornton as AMA President last fall. As previously stated by the Association, Mr. Thornton chose to retire during a meeting of the AMA Board of Trustees on October 27. As is the case with most employers, the AMA has long had an official position of not commenting publicly on personnel matters, most of which are discussed in

executive sessions of the AMA Board. However, because this issue has been raised in a public forum, the AMA is releasing the following: Mr. Thornton had been hired as AMA President under a one-year contract that began November 1, 1999. That contract called for an evaluation and a decision on contract renewal at the end of the contract period. During this evaluation, questions arose concerning the accuracy of various facts, including those contained in Mr. Thornton's column published in the September, 2000 issue of American Motorcyclist that purported to discuss his experiences during the Vietnam War. It was of great concern to the AMA Board of Trustees that statements made in the Association's publication be factually correct. The Board's investigation revealed that there were valid questions about the facts in this column. Before the conclusion of the evaluation, Mr. Thornton announced his retirement to the Board. The AMA is not in a position to confirm or refute any of the statements made in Mr. Thornton's column. The Association does not speak for Mr. Thornton in this or any other matter, and he does not speak for the AMA."

As expected, a press release issued January 30 announced that "Freddie Spencer has agreed to terms that will see newly formed Freddie Spencer's High Performance Product Line handle Michelin's race tire distribution throughout the Western United States. Spearheading the effort will be new National Product Line Sales Director Morgan Broadhead. Broadhead will work with local sub-distributors to ensure trackside sales and support of Michelin tires at all AFM, CCS California, CCS Southwest, MRA, OMRRA, WMRA and WSMC events. Michelin has been associated with Freddie Spencer throughout his racing career and more recently as a sponsor of the successful Freddie Spencer High Performance Riding School. The addition of the Western United States distributorship shows Michelin's commitment to their 20+ year relationship with Spencer as well as both companies' strong support of the racing community....Broadhead will be responsible for overseeing all aspects of vendor relations, sponsorship, contingency, training and marketing of Freddie Spencer's High Performance Product Line. Racer support plans include additional tire application and suspension set-up training for trackside vendors and a regional-level contingency program that will be run through Freddie Spencer's High Performance Product Line...Interested parties can contact Morgan Broadhead at (949) 500-8695."

Soon after finalizing the Michelin distribution deal, Freddie Spencer's High Performance Product Line announced a 2001 Michelin contingency program for the CCS California and Southwest Regions. Payouts are in the form of Cash Certificates that are redeemable from Freddie Spencer's High Performance Parts Line or from an authorized trackside service representative like Dale Kieffer's Racer's Edge and are valid for 90 days from the date of issue. The payouts are for Experts and Novices in Lightweight Supersport and Superbike, 600cc Supersport and Superbike, 750cc Supersport and Superbike, Open Supersport, GTU, Unlimited GP, and Twins classes. The payouts range from \$200 for first place in Unlimited GP to \$40 for fifth place in many of the other classes. Michelin motorcycle tires must be used front and rear, Michelin decals must be prominently displayed on both sides of the motorcycle and the front fender or fork legs, the rider must list Michelin as a sponsor, a contingency claim must be filled out and verified by a CCS official before racing, and a minimum of 10 riders must start in each class for contingency to be paid. The payout in Lightweight Supersport, Lightweight Superbike and Twins is \$100 for first, \$80 for second, \$70 for third, \$60 for fourth and \$40 for fifth.

In 600cc Supersport, 600cc Superbike, 750cc Supersport, 750cc Superbike, Open Supersport, GTU and GTU, payouts are \$150, \$100, \$75, \$50 and \$40. The payout in Unlimited GP is \$200, \$150, \$100, \$75 and \$50. More information is available from Freddie Spencer's High Performance Product Line, 7055 Speedway Blvd. Suite E-105, Las Vegas, NV 89115, (702) 591-8915.

Pirelli/Metzeler Motorcycle Tire Road Race Manager Rich Munson confirmed February 5 that the company is developing a new front, DOT-labeled racing tire. Due to the fact that the softest compound, the Blue or Super Soft, Pirelli/Metzeler front tire has worn so well in racing action, the tire company has decided to build an even softer compound front tire. Munson said that he didn't know exactly when the new front would become available, but Munson speculated that it would be "around mid-season."

Wrenhead.com has bailed out of motorsports series sponsorship and will not be the title sponsor of the Formula USA National Road Racing Series or other motorsports series produced by SFX Motor Sports. Despite assurances made by Wrenhead.com CEO Gus Conrades late last year, the company has not renewed its sponsorship deal with Formula USA, leaving the series scrambling for new sponsorship to make up the difference in revenue. Last December 26, Conrades said that Wrenhead.com was renewing its sponsorship of the Formula USA Series. "That is the case. We are renewing the deal," said Conrades in a telephone interview from his office in White Plains, New York. "There were rumors that we weren't going to renew the series sponsorship, but that's not true....We did look at a couple of proposals, and the rumor was kicking around that we weren't going to be doing the series again. The reason is, the negotiations about how much money we were going to have to pay them (Formula USA) for the series sponsorship were going on. But it's happening. We are doing the series again. That announcement should be coming out in the next couple of weeks." But the official announcement never came, and the deal fell apart. In a January 20 phone call, Conrades said that title sponsorship of the series was part of a larger promotional agreement his company had with SFX, which is also an investor in Wrenhead.com; that larger promotional agreement was being renegotiated for the 2001 season. Conrades added that the Formula USA Road Racing Series "was the one thing we really wanted to keep, but it was just not in the cards for this year." Besides the Formula USA Series, Wrenhead.com also sponsored Monster Jam monster truck events and Arenacrosses promoted by SFX Motor Sports in 2000.

The news that Wrenhead.com had bailed out as the series sponsor added to pressure to mind the bottom line at SFX Motor Sports, and specifically for the Formula USA National Road Racing Series. Shortly before Wrenhead bailed out came news that SFX Motor Sports CEO Gary Becker was leaving his post to run two PGA events promoted by SFX Sports. Becker, who oversaw the rise of Supercross to new heights under SFX promotion, made comments to some members of the press indicating that he was dissatisfied with recent developments in the company's motor sports activities, which some interpreted as being related to the August 1, 2000 takeover of SFX by Clear Channel Communications and a related need to justify all spending, meet all revenue projections and maximize short-term revenue, despite Becker's pre-acquisition promise to invest whatever it would take—including throwing money at the Formula USA road racing and dirt track series—to establish Formula USA as a serious long-term player in motorcycle racing. Long-time PACE Motor Sports and SFX executive Jeff Lewis was named Chairman

of SFX Motor Sports Group, and SFX Motor Sports Group President Charlie Mancuso remained in charge of day-to-day operations. Sources close to SFX who spoke on the condition of anonymity said that 2001 will be a regrouping year for SFX Motor Sports with a change of emphasis to incremental growth. Although there have been cutbacks, notably a 50 percent reduction in Unlimited Superbike purse and a cut in the points fund to \$50,000, the company remains committed to the Formula USA Series, the sources said.

In a February 20 phone call to Roadracing World, Becker said that his decision was "an internal, personal issue. It had nothing to do with the business. It had nothing to do with the direction SFX wants to take road racing. It was a personal decision of mine to change the things that are close to me in my life." Becker went on to say that SFX's motorcycle business is such a small piece of the total to Clear Channel, which is a Fortune 50 company, that it is not being closely scrutinized. "The financial considerations of building this property (SFX Motor Sports) are not even being looked at," Becker said. "We have convinced them that this is worth investing in." Becker said that he had faced some disappointments in the first year that SFX Motor Sports owned Formula USA and CCS, saying "I won't say that the AMA is the problem in motorcycle racing, but the system is the problem. We're trying to build more riders by having more events. I was very disturbed to see AMA join forces with WERA when we have offered CCS to be part of AMA. They weren't interested. They just don't like us, they don't like our company, for whatever reason." Becker went on to say "This business is going to grow and the revenue it generates is going to grow through the success of the events and through TV."

Becker did admit that starting up the Formula USA road racing and dirt track programs in 2000 "was very expensive. We assumed that throwing a lot of money at these projects would produce more ticket sales at the gate. Finding the right combination is really where we're trying to get to. We had a lot of problems with dirt track and a lot of problems with road racing last year. But we produced every event we said we'd produce and paid everybody their money. We're committed to this in the long term."

The posted purse for the Formula USA Unlimited Superbike class has been cut to half of what it was in 2000, now paying \$5000 for an overall win instead of \$10,000. The purse payout schedule included in Formula USA's 2001 licensing kits shows that the purse for the class is now \$20,000 per Unlimited Superbike race weekend instead of \$40,000. The purses for the Sport Bike, Aprilia Cup Challenge and Buell Lightning classes are unchanged, and new purses are listed for the 2000-Mile Team Challenge and Unlimited GP, Sportsman, and 600cc Supersport Amateur classes. The payout in Unlimited Superbike is now as follows:

	Race 1	Race 2	Total
1.	\$1250	\$3750	\$5000
2.	\$925	\$2775	\$3700
3.	\$675	\$2025	\$2700
4.	\$450	\$1350	\$1800
5.	\$325	\$975	\$1300
6.	\$250	\$750	\$1000
7.	\$225	\$675	\$900
8.	\$200	\$600	\$800
9.	\$175	\$525	\$700
10.	\$150	\$450	\$600
11.	\$125	\$375	\$500
12.	\$100	\$300	\$400
13.	\$75	\$225	\$300
14.	\$50	\$150	\$200
15.	\$25	\$75	\$100

SFX Motor Sports Group has taken over licensing and number assignments for GPRA, which is now running the majority of its races in conjunction with Formula USA and CCS races.

Speaking at a media day held at a go-cart track in Malaysia, the CEO of Proton announced the company's continued involvement with three-time 500cc World Champion Kenny Roberts' Grand Prix motorcycle team. DRB-Hicom, a Malaysian conglomerate, owns the car brand Proton and the motorcycle/scooter brand Modenas (as well as the Lotus car company). Roberts' V-3 racebike had been labeled a Modenas from the start of his affiliation with DBR-Hicom five years ago. Roberts' team will now be officially known as Proton Team KR. The media day and announcement was held at Fastrack Speedzone in Sungei Pencala, Malaysia. Roberts, whose full name is Kenny Leroy Roberts, is the father of 2000 500cc World Champion Kenny Lee Roberts.

Sponsors and deals for the 2001 season: Suomy helmets has signed a 2001-2002 use and endorsement contract with Max Biaggi and will be producing a replica helmet for the Italian GP star; more information is available from the U.S. distributor of Suomy helmets, Gearbox International at (510) 748-1712.... Lockhart-Phillips USA is the new title sponsor of the Formula Xtreme class at AMA Nationals, and Suzuki Genuine Parts is the new title sponsor of the 750cc Supersport class formerly sponsored by Lockhart-Phillips.... Metzeler Tire will again be the title sponsor for the 600cc Novice Superstock class in the WERA National Challenge Series, and Goodyear Dunlop Tire N.A. is the new title sponsor of the 600cc Expert Superstock class.... G.M.D. Computrack is returning as the title sponsor of the WERA National Endurance Series.... Pro Honda Oils will be the title

sponsor for the 2001 AMA 600cc Supersport Series, marking the firm's 11th-straight season sponsoring the class.... VP Fuels has signed a three-year sponsorship agreement with Graves Motorsports, which will use VP's new MR1 road racing fuel. VP has also posted a new \$78,000 contingency awards program with WSMC and has named L&L Motorsports as the at-track distributor of VP Fuels at WSMC events.... Area Coca-Cola Bottlers will back the "Coca-Cola Texas Superbike Endurance Series", according to a press release issued by RPM Racing, the Texas-based WERA South Central Region affiliate. The series will consist of seven 4-hour races run at Texas World Speedway, Hallett Motor Racing Circuit, and the new 2.83-mile road course at Texas Motor Speedway. Each event will include three WERA Superbike classes, Heavyweight, Mediumweight and Lightweight, with a total series purse of \$12,000 including per-event and points fund payouts. Area Coca-Cola Bottlers also put up a \$4000 purse for the Formula One class at the first round of the WERA South Central Region Sportsman Sprint Series, March 11 at Hallett. More information is available from the RPM Racing Inc. website at www.rpm-raceclub.com.... Fast Lane Cycles is the new title sponsor of the MARRC Roadracing School.

WebSport Promotions, Inc. has been named the exclusive North American importer of Wintex International motorcycle apparel. More information is available from Wintex at www.wintex.at and from WebSport Promotions, 1071 Rising Sun Rd., Laurys Station, PA 18059, (610) 502 9655, e-mail info@motoheaven.com. WebSport Promotions' President and CEO is 2000 WERA

.....
continued on page 14

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continued from page 13

Mediumweight Superstock National Endurance Champion Philip Caudill of Team Moto-heaven.com.

Marietta Motorsports has been named the exclusive importer of Kobe leathers and gear, and has posted a new \$121,775 contingency program for most WERA Sportsman and WERA National Challenge Series classes. The contingency program pays \$50 to win Sportsman Series races down to \$5 for eighth, and pays \$75 to win National Challenge Series races down to \$10 for eighth. More information is available from Marietta Motorsports at 1-888-FASTLAP or online at www.1888fastlap.com.

Kocinski out, Slight in: John Kocinski and Competition Accessories Ducati could not come to terms on a deal for the 2001 season despite negotiating off and on throughout 2000. According to sources close to Kocinski, talks broke down over Kocinski's requirements that Mike Watt be hired as his personal Ohlins suspension technician, that he be supplied with his own data acquisition technician and that he be provided with a chartered private jet whenever he had to attend a press or promotional function. Mechanics specified by Kocinski had already been hired by the team. When Competition Accessories could not meet his new demands, Kocinski decided not to sign a contract, electing instead to concentrate on his new career as a real estate speculator and developer. In a matter of a couple of days, Aaron Slight had signed a contract with the Ohio-based Competition Accessories team to ride in the AMA Superbike series for 2001 and immediately flew to California, arriving Monday, February 12 to join his new team for scheduled tests at Willow Springs. "Basically we couldn't come to terms on our contract," said Ducati North America Race Manager David Roy. "John Kocinski had different issues that we couldn't help him with. We just decided to part company as friends instead of drawing anything out any further than we had to. He asked for his own mechanics, and we went ahead and provided those for him. That wasn't a problem. There was never any conflict with tires this year. It wasn't anything major. It was just more of a couple of little things, and we didn't want to waste any more time. So we decided it was better to dissolve our relationship as friends. I know the press wants to know all the details and stuff, but there's not really that much with the John deal. We had been negotiating with John for basically the entire time that he had been riding for us. We just couldn't wait any longer because the season is right on top of us. Those discussions were with the team. We (Ducati North America) were supervising all of that, but it was all done through Competition (Accessories)." Slight, 35, has won the Suzuka 8-Hour three times, placed second in the Superbike World Championship twice, placed third in the Superbike World Championship three times, and has 13 World Superbike race wins. Slight finished the 2000 World Superbike series eighth in points after missing part of the season recovering from life-saving brain surgery.

Attack Suzuki's Jason Pridmore is slated to ride a Suzuki GSX-R1000 in the 24-Hours of Le Mans Endurance World Championship race with the reigning Endurance World Champions Phase One Endurance. In a February 15th call to *Roadracing World*, Pridmore said, "It just got confirmed yes-

terday. I'm confirmed and committed for the Le Mans 24-hour. I raced for (Phase One) in '97 at the Bol d'Or. We've just kept in touch with each other over the years, and they're a great group of guys. This year I was able to put a package together with them to where I can go over and do it. I might go do four other rounds that I could do on top of Le Mans that don't conflict with AMA races. The ones that don't conflict are Le Mans, Nurburgring, Spa, Oschersleben, and Suzuka. Suzuka is one of the others that I'd really like to do."

WSMC racer Jodie York, 31, was featured on a poster put out by the Women's Sports Foundation to promote the 15th Annual National Girls and Women in Sports Day on February 7. York also appeared in the Women in Sports 2000 calendar.

Apparently off season training is dangerous: A long list of AMA professional road racers injured themselves while testing or while training on motocross bikes during training, or underwent off-season surgery to repair damage suffered in the 2000 season, as follows: American Honda's Miguel Duhamel is recovering from surgery to remove a metal rod from his femur. Yoshimura Suzuki's Aaron Yates is recovering from surgery to repair an ankle broken while motocrossing. Yoshimura Suzuki's Jamie Hacking is recovering from surgery to his elbow, which was reinjured in a crash during Daytona testing. Erion Honda's Kurtis Roberts is limping with a leg injury suffered during testing at Willow Springs. Erion Racing's Jake Zemke is recovering from January 25 surgery by Dr. Art Ting to plate the lower left arm broken in a January 20 motocross crash. Bruce Transportation Group's Josh Hayes is recovering from nerve transplant surgery on an elbow reinjured in a crash during testing. HMC Ducati's Steve Rapp is recovering from surgery to repair a wrist injury suffered during practice at Sears Point. Graves Yamaha's Aaron Gobert is recovering from a shoulder injury suffered in a motocross crash.

Tire guys get along: When they discovered that several dates on the RPM/WERA and CMRA/CCS 2001 calendar conflict, the region's Dunlop and Michelin tire distributors decided to cooperate. The Dunlop tire distributor, Ice Motorsports, and the Michelin representative, Island Racing Services, have reached an agreement where one will go to the RPM event while the other goes to the CMRA race, but each will help each other's customers with mounting and balancing in their absence. Meanwhile, Metzeler distributor J.T. Motorsports plans to attend all CMRA events and selected RPM races, with to-be-announced arrangements to ensure that Metzeler customers will be taken care of at all events in the region.

Business: In a January 22 press release, Ducati Motor Holding S.p.A. announced that it had record revenue for the fourth quarter and for the entire year of 2000. Ducati's fourth-quarter revenue was up 34.2 percent, to \$96.9 million from fourth-quarter 1999 revenue of \$72.2 million. Ducati's total revenue for 2000 was up 28.7 percent to \$352.7 million, from \$274.1 million in 1999. Ducati's motorcycle sales were up 18 percent in 2000....In a January 26 press release, American Honda Motor Company's Motorcycle Division reported that it sold 174,376 motorcycles in 2000, or 44,743 more than it sold in 1999. According to the release, "Honda's motorcycles sales in the U.S. were strong enough to easily capture the number one market share position at 26.5 percent. In a year that saw motorcycle industry sales grow 27.3 percent, Honda sales grew at an unprecedented rate of 34.5 percent."...Triumph Motorcycles America Ltd. Announced that units sales were up 32 percent in 2000....Harley-Davidson set new sales and earnings records for the 15th consecutive year, with 2000 revenue at \$2.91 billion versus 1999's \$2.45

billion, an increase of 18.5 percent. In fiscal year 2000, Harley-Davidson shipped 204,592 motorcycles compared to 177,187 in 1999, a 15.5 percent increase. The company shipped 10,189 Buell motorcycles in 2000, compared to 7767 in 1999, a 31.2 percent gain....Yamaha and Ford are forming a joint venture to build stern-drive boat engines in the U.S....In a single weekend January 12-14, "more than 600,000 spectators attended the 19 events and 42 performances produced and promoted by SFX Motor Sports Group, a division of SFX, a subsidiary of Clear Channel Communications," according to a press release issued by the company. The events included 13 Monster Jam events, three Arenacross events, a Freestyle Motocross and a Supercross, with the largest draw being the 90,432 spectators at a Monster Jam at the Alamodome in Austin, Texas and the largest motorcycle draw being the 61,368 fans at the Springfield, Massachusetts Supercross. SFX also promotes and sanctions Formula USA road racing....According to a press release issued by the Superbike World Championship press office, over 900,000 spectators attended Superbike World Championship races in 2000. The biggest crowd, 115,000 strong, was drawn to Brands Hatch in Britain, while the smallest crowd of 32,000 attended the event at the not-yet-completed track at Valencia. The figures represent an increase of 11.44 percent over 1999....According to a report in the January 2001 issue of World Oil magazine, Spanish oil company Repsol YPF, known for being the title sponsor of the works Honda team in the Grand Prix World Championship, has discovered significant new crude oil reserves in the Sahara Desert of Libya. No wonder Repsol recently signed on as an associate sponsor of Valentino Rossi....

According to a press release issued by the company, Fullerton, California-based Armstrong/Robitaille Business and Insurance Services has formed A/R Powersports, specializing in insurance and risk management for the Powersports industry, and has named Scott Baron Vice President and Director of Powersports Industry Services. More information is available from Baron at (888) 440-7400 or online at www.powersportsfirst.com.

Litigation: Storz Performance has won a trademark infringement lawsuit against Chrome Specialties, Inc. over Chrome Specialties' unauthorized use of the Storz trademark "Ceriani." Storz was awarded damages, interest and attorney fees in the case, which was heard in U.S. District Court....Moto Motion International won a lawsuit against Deutschen Motor Sport Bund e.V. (DMSB, the German motorcycle federation) and as a result DMSB has been ordered by the German Landgericht Court of Frankfurt to not run the Stocksport and Superstock classes originally introduced to German racing by Moto Motion International. The case parallels the AMA vs. Edmondson case in the United States. Moto Motion runs the Pro Superbike 2001 Series, which includes 16 races at eight rounds.

Online: Two Brothers Racing's revamped website now features a search function, a new navigation bar at the top of the screen, on-line shopping 24/7, detailed descriptions of products, the availability of many other brands of aftermarket performance parts and accessories, and a more helpful customer service area. You can find the new website at www.twobros.com. Graves Motorsports has also revamped its website, which can be found at www.gravesport.com.

American Honda has recalled all 2000 and 2001 CBR929RR models for a potential problem with the clutch. Honda is sending letters to CBR929RR owners informing them of the problem and instructing them to take their bike to a Honda dealer for repairs. Slipping the clutch at high rpm to make a racing start can cause a clutch plate chat-

ter that in turn can cause the clutch outer basket to fail with several large sections of the outer basket cracking and breaking off. The chatter can also cause the clutch actuation shaft to crack and/or break at its machined end. Under the recall, dealers will replace the clutch outer basket, the bottom fiber clutch plate, the damper spring and damper spring seat that fit between the bottom fiber clutch plate and the clutch basket, and the clutch actuation lever/shaft assembly, free of charge. Affected units include all 2000 CBR929RRs and 2001-model CBR929RR/REs with the following serial numbers:

- JH2SC440*1M100001 to JH2SC440*1M103117
- JH2SC441*1M100001 to JH2SC441*1M100434
- JH2SC443*1M100001 to JH2SC443*1M101150
- JH2SC444*1M100001 to JH2SC444*1M100126

The Mid-Atlantic Roadracing Club (MARRC) held its 17th annual awards banquet in Laurel, Maryland January 27, with awards presented to MARRC members and Mid-Atlantic Region racers. MARRC annual awards are presented based on votes from MARRC members, with the exception of two special categories—President's Awards, which are decided by Club President Roger Lyle, and the Harry E. Morse Cup, which is decided by a consensus of the MARRC Board of Directors and Judy Morse. MARRC award winners are as follows: Cornerworker of the Year, Art Sears; MARRC Cup, Randy Dalmas; Heavyweight Expert, Timothy Bemisderfer; Middleweight Expert, Quentin Mise; Lightweight Expert, David Yaakov; Heavyweight Amateur, James Gaal; Middleweight Amateur, Michael Garofalo; Lightweight Amateur, William Siemens; Professional Rider, Timothy Bemisderfer; Endurance Team, SBR/Semoff Brothers Racing; Twins Rider, Bernie Hunt; Vintage Rider, Richard Lucas; Tuner/Mechanic, Eric Knight; Best Looking Motorcycle, Bemisderfer Racing; Crash and Burn, Chris Eklund; Hard Luck, Richard Johnson; Sportsmanship, Rick Beggs; Harry E. Morse Cup, Ron Peddicord; President's Awards, Al Wilcox, Kevin Elliot, Jim Allen and David Yaakov. More information is available on the MARRC website at www.marrc.org.

The widow of the late Mike Hailwood has appointed a licensing agent to sell the rights to brand commercial products and services with the legendary racer's name. Hailwood, aka Mike The Bike, died about 20 years ago in a car accident. According to a January 22 press release issued by the Hailwood estate, "Pauline Hailwood, for the Estate of Mike Hailwood, announced the appointment today of Lloyd Jassin, as the Estate's exclusive licensing agent....Ten times World Motorcycle Champion 'Mike the Bike', was recently voted 'Motorcyclist of the Millennium' by motorcycle publications Motor Cycle News of Britain and Motociclismo of Spain. He received the George Medal, Britain's highest medal awarded to civilians for bravery, for his heroic rescue of Clay Regazzoni who was trapped in his car, engulfed in flames, after crashing at Kyalami [South African F1 Grand Prix] in 1973. Mike is best remembered for his unbelievable 1978 comeback to win the Isle of Man TT and with it, his 10th World Championship. Mike died tragically in England along with his daughter Michelle on 23rd March 1981....The Estate is currently in negotiations to bring licensed apparel, calendars, posters, and other Mike Hailwood and Mike The Bike properties, to the retailer. The Mike Hailwood story has recently been optioned for a full-length motion picture and a special memorial is being planned for the Isle Man TT this summer. 'We are happy to work with new licensees who are interested in using the name, voice, sig-

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Yamaha FZ1

continued from page 6

The cooling system incorporates two changes, a 60mm shorter radiator and additional coolant plumbing which warms the idle circuits on the carbu-

retors.

The gear ratios remain consistent with the YZF-R1 but both shafts have been lengthened slightly to accommodate the new clutch and the new engine position.

The biggest departure (besides the styling and ergonomics) from the YZF-

R1 is the frame. The frame is reminiscent of a late-1980s GSX-R frame but crafted of large-diameter steel tubing instead of aluminum. It is not an unattractive frame but it is not light and the bolt-on lower engine cradle section has to reduce rigidity.

Strangely, the 43mm forks on

the FZ1 are actually bigger than the 41mm units fitted to the R1. The springs have been stiffened up and made more progressive compared to the R1's, presumably to handle the increase in the overall weight of the bike (up from 385 pounds to 459 pounds.)

The swingarm is internally braced aluminum, attached to a fully adjustable but perhaps overworked rear shock.

Although the front wheel and brakes are lifted directly from the R1, the rear wheel has been narrowed from 6.0 inches to 5.5 to lighten the handling. The rear tire has been narrowed accordingly from 190 to 180.

A new gas tank has been created which carries 5.5 gallons of fuel, an increase of 0.7 gallons over the R1's fuel tank.

The creature comforts for two-up riding include a new seat, lower passenger pegs and a resin-composite grab rail for the passenger. My test passenger instinctively utilized the more traditional "rider's waist" over the new grab rail.

An impressive line of accessories can be added to the FZ1, all available from Yamaha dealers. This includes such things as a carbon-fiber muffler (\$414) which cuts weight by seven pounds and increases peak power by 2.0 bhp and bolsters the midrange by 5.0 bhp. The lower handlebar mounts (\$85) coupled with the titanium flat handlebar (\$70) should shut up my whining about riding position while saving 2.25 pounds. There is also a selection of carbon dress-up pieces and a few alternate seats available. **RW**



The FZ1 has a steel frame, an aluminum-alloy swingarm, an upright seating position and entirely new crankcase and cylinder head castings. Still think it's a naked R1?

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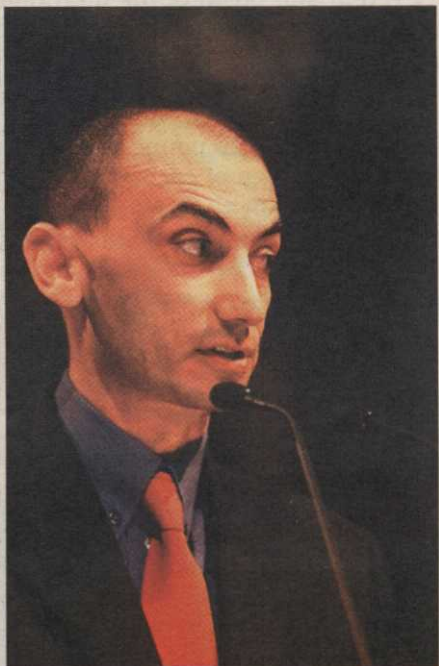
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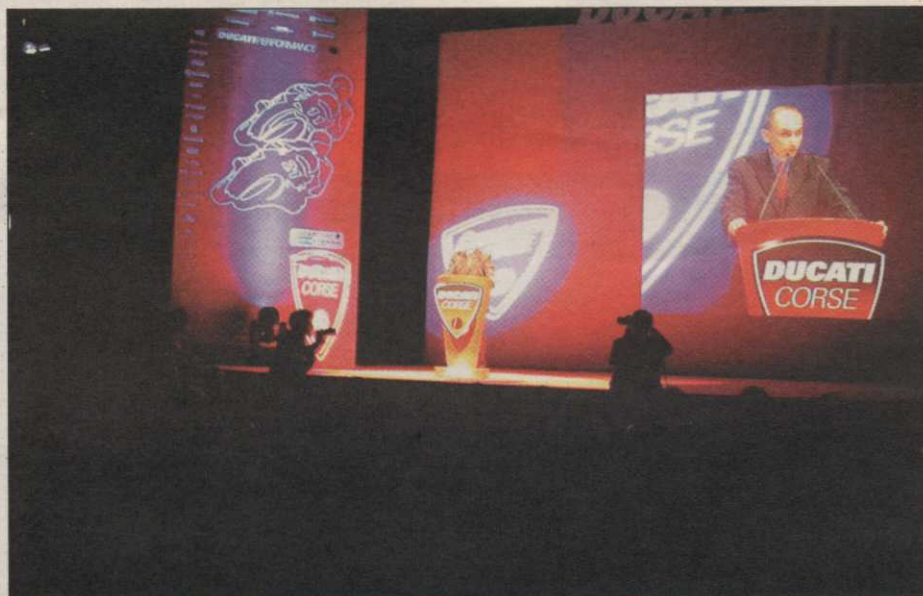
Fashion Meets Racing

By Sam Fleming and Melissa Berkoff

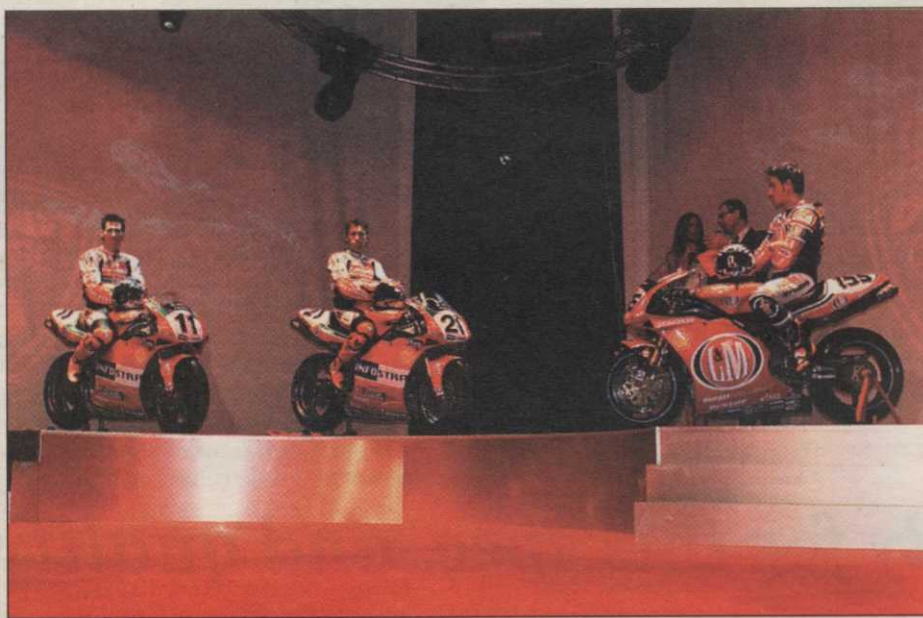
The Teatro Smeraldo's parking lot is filled with people milling around on top of a red carpet. The theater's digital marquee is playing a montage of racing scenes 20 feet above the crowd's heads to a real-life accompaniment of a 90-degree V-Twin being dead-revved through a pair of racing pipes. The crowd is dressed half in well-weathered leather sportbike jackets and half in tailored Italian suits. Welcome to a media event, Italian style:



Claudio Domenicali, General Manager of Ducati Corse. Photo by Yves Jamotte/Sports Photography.



Claudio Domenicali, Managing Director of Ducati Corse, takes to the podium and appears on the big screen in the Teatro Smeraldo for the introduction of Ducati's 2001 racing program. Photo by Sam Fleming.



Ducati's works team riders for 2001 on stage (from left), Ruben Xaus (11), Troy Bayliss (21) and Ben Bostrom (155). Photo by Yves Jamotte/Sports Photography.

Ducati Corse's official launch of the works 2001 World Superbike squad.

Inside the lobby, the mingling continues near the broad-band-and-flat-screen-monitor-equipped computers

arranged for the crowd and near the ubiquitous espresso counter. Red light is streaming into the lobby through the open doors leading into the main auditorium of the theater itself. The presentation will be in Italian but translations will be provided, UN-style, on a portable radio and



Former AMA Superbike Champion, and perhaps future World Superbike Champion Ben Bostrom, with his 2001 Ducati Corse L&M World Superbike. Photo by Sam Fleming.



Hard Man and former Superbike World Champion Carl Fogarty, in his new duty as a Ducati racing icon. Photo by Yves Jamotte/Sports Photography.

headset handed out at the door.

The inside of the theater is relentlessly red. Red velvet chairs, red light, red curtains and red banners with long lists of sponsors grace either side of the stage. An audience of hundreds slowly filters through the doors to 30-year-old rock songs. The audience is made up of journalists from around the world, adoring ducatisti and a great many corporate employees of various sponsors.

The event is staged to sell the team to the world, but more importantly to demonstrate to the sponsors paying the bills that Ducati can generate a buzz upon demand.

This is the public image of Ducati Corse, the racing and R&D subsidiary of Ducati. With a budget of \$12 million, annual 2001 sales of 56 motorcycles (14 996RS and 42 748RS) and a staff of 80, Ducati Corse is an impressive display of racing technology and style offset by computer-controlled spotlights, smoke machines, video effects and a booming musical score.

And, at the heart of this, are three young racers who, compared to the gregarious and supremely confident figures of the corporate executives and professional PR flacks, actually seem shy and a little uneasy. While the suits proclaim increases in profits, sales and revenue, this year's upcoming heroes of World Superbike seem more than a little unsure of themselves in this venue.

It is all a far cry from the driving-all-night, dirt-under-the-nails, chain-lube-on-your-gloves racing that most of us know and love. Or maybe the latest three factory Ducati pilots can sense that at best the riders themselves will ultimately be reduced to a brand, and, at worst, a commodity.

Last year's model, "the Fogarty", is looking rather uncomfortable about his new role as a figurehead. In the old days, before Ducati became a fashion house, Carl Fogarty was hired for results. The new guys, although no one questions their talents on the track, could have just as well been hired for their great hair.

Ducati corporate places a fair amount of importance on communication skills and all the Ducati executives speaking at the event are gifted orators.

Federico Minoli, the corporate turnaround artist hired by latest Ducati owners Texas Pacific Group (TPG) to rescue Ducati from the mess former owner Cagiva had left it in, speaks first and addresses the audience with the expected accolades for his team and the promises of great things to come for investors and sponsors. The audience was mainly interested in one subject: Ducati's plans for Grand Prix racing.

Minoli was adamant that, although Ducati officials have been studying the viability of Grand Prix competition for Ducati, they had not reached a decision about their participation in that part of the sport. He anticipated that Ducati managers will have finalized their Grand Prix plans by the spring, at which point he promised to release further information.

Although Minoli continued to deflect questions regarding Ducati and Grand Prix, several points became evident.



The rear shock and linkage on Ben Bostrom's 996R, including linear potentiometer for measuring shock travel during data acquisition, and a ride-height adjuster built into the linkage. Photo by Sam Fleming.

Many people at Ducati, including Minoli, were very happy with the way things had been with a clear division between Grand Prix and Superbike and are now very unhappy that those lines are going to be blurred. From Minoli's perspective, Racing=Marketing=Sales. Without a clear and direct return in terms of sales, Minoli would prefer to not have to compete in Grand Prix but vowed that if Ducati did participate, it would do it to win in Grand Prix while staying committed to racing in Superbike.

Claudio Domenicali, Ducati Corse General Manager, spoke at length as well. He tipped his hand about Ducati's Grand Prix plans a little when he talked about Ducati's Grand Prix feasibility study. Apparently Ducati engineers have software simulations which can project lap times at various tracks using weight, power and engine configuration as variables. These simulations confirmed Honda's finding that the five-cylinder engine has a slight theoretical advantage over other configurations. Domenicali tempered these remarks by pointing out that the five-cylinder engine might prove to be too complex from a reliability standpoint but all the odd-number-cylindered bikes had an advantage over the even-number-cylindered bikes due to weight restrictions.

After various speeches by various sponsors the Infostrada spokeswoman (Ms. Argentina) introduced Troy Bayliss, Ben Bostrom and Ruben Xaus with a blast of classical music, flashing lights and a smoke machine while the riders sat astride their bikes motionless in their leathers and helmets. Of course it looked gimmicky and there was an uncomfortable moment when the music stopped and the riders were still just sitting on their bikes. Eventually they went off stage to change into their suits (all the Corse dignitary are wearing matching suits) before the final introductions and fanfare.

Conspicuous in his absence from the Ducati race team launch was former Ducati General Manager Massimo Bordi, who has taken a management position at a tractor factory in Milan and whose departure from Ducati was not entirely voluntary, according to reliable sources deep within Ducati. Bordi, who proved his worth as General Man-

ager when he kept Ducati afloat in the difficult days of 1997 and 1998 immediately after its takeover by Texas Pacific Group, was recently passed over for promotion to CEO in favor of accountant Carlo DiBiagio, a common ploy used to motivate an unwanted executive to leave. Bordi's former position at Ducati, General Manager, has now been eliminated.

But why would Ducati want to purge the man who designed the original Desmoquattro and was behind the new Testastretta? Sources close to Ducati and Bordi said that Bordi was the only top man left who was an old-school, nuts-and-bolts motorcycle enthusiast, and that Bordi, an engineer as well as an enthusiast, had increasingly clashed with the marketers and businessmen who now pop-

ulate the upper echelons of Ducati management.

The last moments of the program allowed for general mixing with the team. We engaged Claudio Domenicali for a few words about the 2001 racebike, caught up with Bostrom for a few words about racing World Superbike, and distracted the watchmen long enough to shoot some spy pictures of the bike itself.

CLAUDIO DOMENICALI SPEAKS ON RACING THE NEW 996R AND REVEALS THAT RUNNING A WORKS DUCATI ENGINE COSTS \$40 PER MILE:

RW: So the new bike has got a steeper valve angle, bigger valves,

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RED HOT

Brakes

EBC

BRAKES

Pro-lite

Race Brake Rotors

Double-H

Kit Race Pads



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Cycles of Boulder	(CO)	(303) 442-4772
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Fashion Meets Racing.....

continued from page 17

bigger bore, shorter stroke so it can rev higher...

CD: I would say that the main course that we set down and we discussed ourselves what we should have done on the engine to make the engine available to grow again in performance for the next three, four years. And we understood that we had to work on the valve angle, we have to go in a redesign of the crankcase with not anymore pressure die-casting but sandcasting for more strength and more freedom to modify, we changed the bore and stroke ratio, and so and so and so. And then we designed the 996R. So, the idea was to define what we had to change into the racing engine, and then to put it into the production engine to homologate it. Produce the 500 bikes required for the homologation, it's 150 really for our needs but we produced 500 because the customers were asking for more. And so we had an ideal platform to build the racing engine. You understand what is the process. So that happened a couple of years ago.

RW: A couple years ago? And you didn't need it, so you just didn't build it yet?

CD: No. And then we designed, we make all the designs to the production engine, we put the production engine which is 996R into production, and then we made the development of the racing version.

RW: You also dropped a whole lot of weight off of the new engine. Sometimes you can lose weight by making parts smaller, by changing material...

CD: It's built two different directions. The first is in the design stage of the cylinder and cylinder head, we had weight saving as one of the first priorities. And so everything has been redesigned in this direction. So if you look at the fingers (part of the desmo valve train system), they're very small. The pins are very small. The wall thickness is very small. Everything we designed like that. And then, because we weren't sure if we were using or not the electronic gear shifter, and the electronic gear shifter weighs something like 5, 6 kilos, we had to have a bike that was 5 to 6 kilos less than the limit, in order to add the gear shifter and keep the limit. And so we also decided to homologate a lot of new parts, everything in titanium. So we have a lot of special parts, all in titanium. So really our bikes now weigh 155 and we'll have to add some ballast to recover (to) the 162 kilos.

RW: So, you lost a LOT of weight off the stock engine...

CD: Even the stock engine weighs less than the previous stock engine because of the redesign of the cylinder head. It's not so big as the improvement in the racing bike. It's like half.

RW: Is the 175 horsepower with race gas?

CD: Yes.

RW: One of the ways you can get power using different fuels is you can retard the ignition a lot, so you get down to about 20 degrees of advance as opposed to 40, and you get a lot of power

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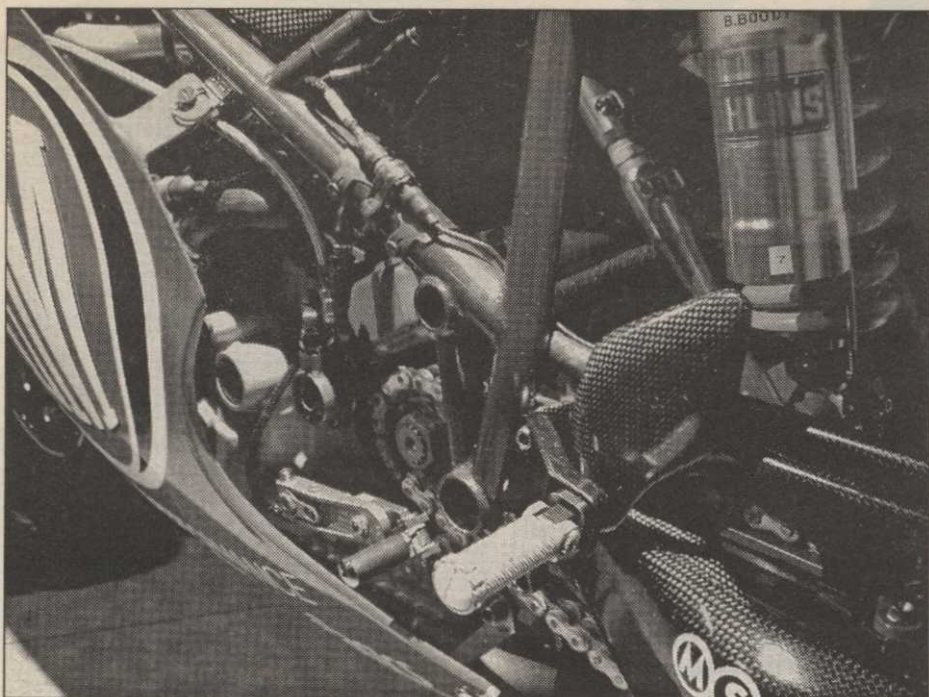


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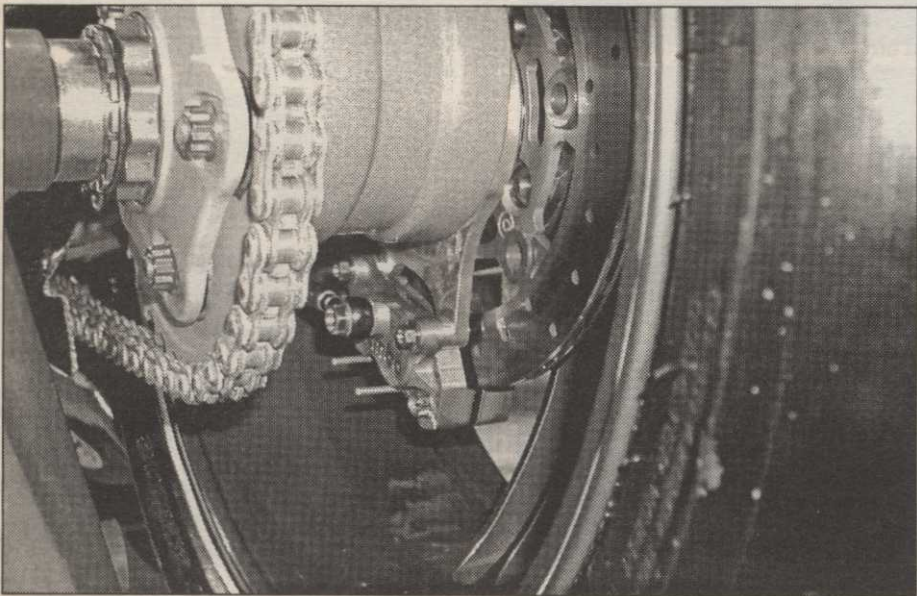
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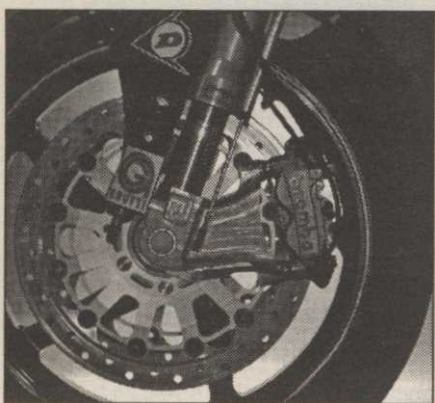
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The shift linkage with built-in kill switch and folding toe lever, and fold-up footpeg on Ben Bostrom's race bike. Photo by Sam Fleming.



Not your average rear brake rotor, this one on Ben Bostrom's Ducati is both cross ventilated (i.e., hollow) and floating. Note the diminutive four-piston caliper. Photo by Sam Fleming.



Highlighted here is a linear potentiometer to indicate fork travel, and a valve at the bottom of the fork for adjusting air volume in the air reservoir, to assist compression damping. Photo by Sam Fleming.

that way but you have to use special gas to do that. Is that something that you guys do?

CD: It is something that we cannot do because of the FIM rule on the fuels, so you could do with the AMA fuel. AMA regulations allow you to race with fuels that are pretty different from the petrol gas station. So it's very different. The main characteristic is that they burn quicker. So because of the fact that

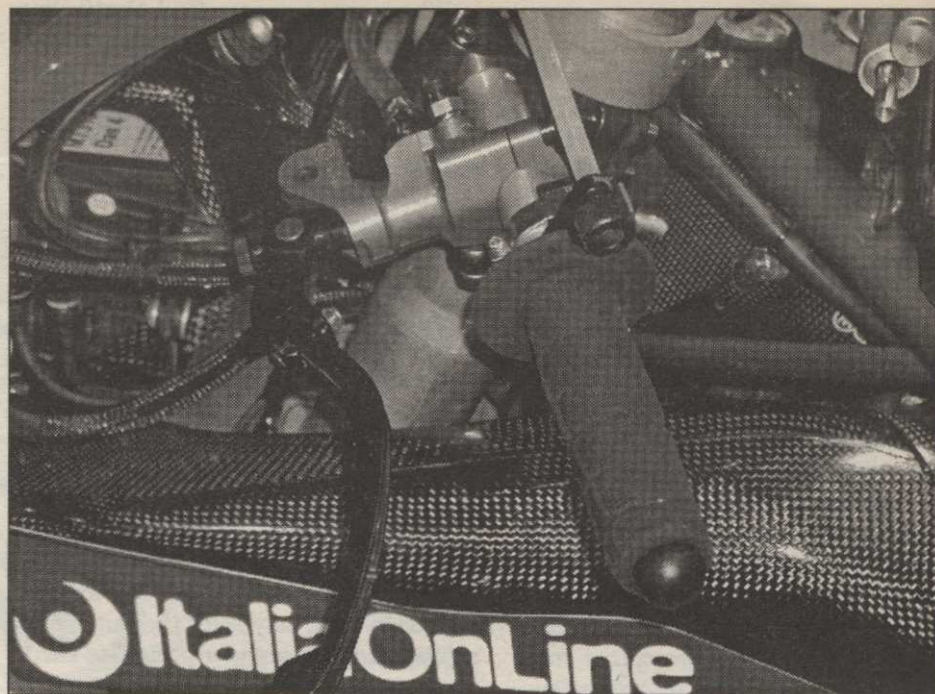
they burn quicker, you can retard ignition. And so the more you retard ignition, the more the combustion process is near the top dead center, so the cycle is more near to the ideal cycle. If you would be allowed to release all the heat just when the piston is on the top, it would be the best. Everything else you do is just a compromise. So the quicker the fuel burns, the better. But with the FIM rule, you're not allowed to use that kind of quick-burning fuels. So the fuel we use is very similar to a normal gas station fuel. It's just a little more resistant to detonation. And it's a little better burning.

RW: So does that mean that a Ducati built for the AMA will actually have more horsepower than a World Superbike Ducati?

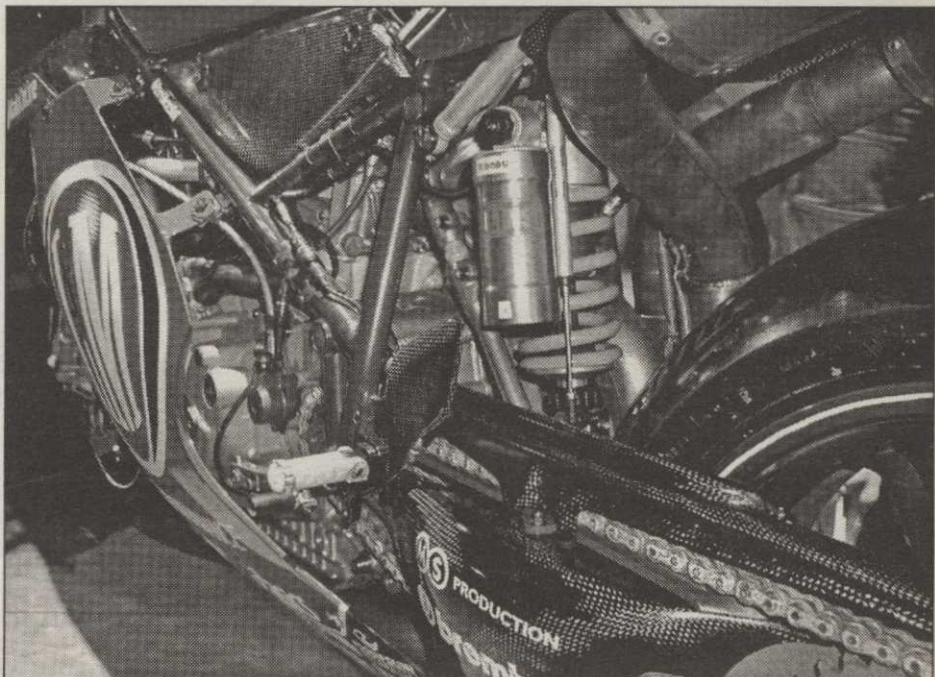
CD: Definitely, because of the fuel. I'd say it's something like 5, 6, 8 horsepower. It's a huge amount.

RW: If a customer came in and said we want to start racing AMA Superbike, how much does it cost to buy the bikes from Ducati Corse?

CD: The bikes are for sale, the only point is that we build a very limited number a year. This year we built 14, and so you need to put an advance payment and get your bike. The bike costs



The envy of racers everywhere, a clutch lever that both folds up and breaks away, ensuring that a crash won't necessarily end a rider's race. Also appearing here as a black knob attached to a translucent hose is a front brake lever adjuster, to keep the brake lever off the rider's knuckles at all times. Noticeably absent is the thumb-operated electronic shifter that Ducati has been testing. While they remain committed to its development, Ducati Corse officials say the new shifter won't make an appearance at Valencia, if at all this year. Photo by Sam Fleming.



Ben Bostrom's racebike, an exercise in the efficient use of space. Note the exhaust pipes, large enough to retro-fit onto any diesel truck. Photo by Sam Fleming.

something like, this year it was something like \$80,000 U.S. And then you get the bike which is actually the factory Superbike from the year before. So this bike you have seen here, you will get on sale in December this year.

RW: How much does an engine cost?

CD: An engine costs something like \$20,000 U.S., \$22,000, something like that.

RW: And you need 10 engines?

CD: Ten engines is a very reasonable number. Normally, a small team makes do with less. With 10 engines, you are a team that wants to win the World Superbike title. A small team starts with four to six engines.

RW: And then you run one engine for one or two weekends, pull the engine out and ship it back to Ducati Corse?

CD: No. You buy the parts for replacement. Normally you buy one-third of the value (of a new engine) and you replace it after something like 500 miles.

RW: What do you have to replace after 500 miles?

CD: You replace the pistons, valves, rocker arms, crankcases, cylinders, and you save the crankshaft, the whole gearbox, the clutch, the camshaft, bolts, nuts, a lot of minor parts.

RW: On some of the older Ducatis, I've seen them where the crankcases broke, probably because they had too many miles on them for racing. It always seemed that putting all of the tire force into a different plane as the shafts were spinning, that you might actually get deflection on the transmission shafts.

CD: That's not the case because on the 996 we experienced the problem as well in '94 and '95 when we had the problem crankcases. Now the frame is fully built so that the swingarm is connected directly to the frame, not to the crankcases.

.....
continued on page 20

RW: You tried a two-sided swingarm for a while but Fogarty didn't like it?

CD: Fogarty liked it but the advantage was not so big, and we decided to keep loyal to our image.

BEN BOSTROM ON HOW HARD WSB RACING REALLY IS, AND ON "WHERE AM I GONNA FIND THAT?"

RW: How does the 2001 Ducati compare to last year's bike?

BB: The 2000 bike was really an awesome bike. It really was. This bike is just better. The motor is better, everything seems to be an improvement, you know, just the way the throttle bodies work, everything is smoother, more refined, and more powerful. Better suspension. The last bike was great. This one is better. Anyone who gets on this bike is gonna improve their lap times without trying.

RW: Was the decision to switch to Dunlop tires yours only, or was it influenced by anything within the factory?

BB: I wanted to try something different because I struggled so bad in 2000. The Michelins are great tires but I wanted something different. I don't remember ever struggling this bad in my life. I wanted to get back on something that's squishy underneath you. They feel like marshmallows. It seems to be working. We go to the tracks and I have confidence right away because the bike's sliding.

RW: Was last year the first year that you ran on Michelins?

BB: Yeah. It was the only year. And it was hard. I'm sure if I would have given it another year, you know, you start to pick it up. It's just the way it is, for everyone who switches to Michelins maybe, because it's different. I think if a rider who's been on Michelins 10 years and then he switched to Dunlop, he's gonna say, 'this is not right'.

RW: So who do you think your biggest competition is going to be this year?

BB: It's gonna be different tracks, different competition. For the Championship, you know Colin Edwards is gonna be tough. Bayliss is gonna be tough. Chili's good, Okada's in it now, Corser's there, there're so many good guys.

RW: I guess that's why they call it World Superbike.

BB: Yeah. And every track, somebody shines.

RW: What's your best track?

BB: Laguna. You go to Japan and Yanagawa's up there. Wherever you go, it's gonna be somebody's track. Go to Australia and Corser's fast.

RW: What sort of technology do you use to try to get up to speed faster at a track? Can you use data maps from past years from somebody else's bike?

BB: They always do for gearing. You can't with the set-up because the rider rides too different than the other guy. All they can do is go check out the telemetry of how the other rider's bike worked, went around the track, and see how yours is and try to mix it a bit or just, uh, f--k, it's tough, man. The rider has to get on the bike, bust his balls, and go "F--k, I still got three seconds to go?" You know?

Where am I gonna find that? You dig a little deeper, you almost crash maybe, 10, 15 times in that practice session, you come back, they read the data, they change the bike for a little better, rider goes back out, you don't think you can go any faster, you still have another second-and-a-half to go, and you find it.

RW: Could you use the speed traces from Fogarty from the year before?

BB: Yeah, you know, it doesn't work like that. You look at some of the telemetry and they have, maybe they're doing 81k through that corner, 93 there, and 175 in that corner, know what I mean? And you think man, I'm only doing, I'm 10k down there, I'm 5k up there, I'm 10k down in every corner it looks like, but you look at the lap time, maybe it's the same. And it's because one rider prefers to carry a lot of corner speed, but when you carry that much corner speed, you can't pick the bike up and give it full gas as early too, so, the lap time, you look at it and one rider looks like he should be way slower.

RW: So is that a theoretical example or is that actually what you saw; that his (Fogarty's) corner speed was higher but you're getting off the turn faster?

BB: He has really incredible corner speed.

RW: But in the pictures of you, you always look like you've crashed because you're over so far.

RW: Yeah, 'cause I like to turn the bike. Troy Corser is probably the most...he sets the corner up out here, he finishes here, and he's got an incredible amount of corner speed. You're like "What the hell is he doing out there?" Flick! And he flicks it in and just sweeps the corner, real wide, from curb to curb. I don't prefer to do that because you have to use too much of the side of the tire. But, when he's on, he's on. You can't touch him.

RW: Is that a Dunlop/Michelin thing?

BB: No, he's done that on both tires. It's his style. He looks like he's riding a 250 or something.

RW: It's got to be funny the first time you show up. I mean, the AMA Superbike racing, they're all so fast, but then it's like, all these guys, and they're so fast.

BB: You think you're fast but then you gotta step up. And when you think you can't find that extra second, you find it. I don't know where you find it. You're scared. And you take a huge chance of crashing every time.

RW: But you can't, right? You have to get right to that limit but you can't crash.

BB: The thing is, once you ride over your limit, you established a new limit. Know what I mean? And if you want to win, you ride over your limit again. You hope you don't crash. And you establish another limit. That's just the way it works.

RW: There was a rumor a little while back, something about Marlboro sponsorship for you. Was that just a rumor?

BB: It was a rumor. I mean, we're L&M sponsored. I don't know how it works. Put anybody's sticker on the bike, I still ride the bike, you know? The men in charge take care of it. It's not the rider's job. My job is to turn the throttle.

RW



continued from page 14

nature or likeness of Mike Hailwood in connection with commercial products or services," stated Jassin. Simultaneously with this announcement, the Estate unveiled its redesigned Website, www.mikethebike.com. The relaunched site features enhanced navigation and quick access to information regarding Mike Hailwood and Mike Hailwood products. The words Mike Hailwood, Mike The Bike, MH, and the phrase For The Love Of The Sport, are trademarks of the Estate of Mike Hailwood. The likeness, name and voice of Mike Hailwood are valuable property rights owned by the Estate, in the United States, England, Spain and elsewhere. Use of any of the Estate's trademarks without permission is strictly prohibited by law." The move to license Hailwood's name may have stemmed from the fact that production of the Ducati MH900e Mike Hailwood Replica streetbike sold out in 31 minutes on the internet.

Triumph Motorcycles America Ltd. has moved its headquarters from Peachtree City to Newnan, Georgia. The new address is 385 Walt Sanders Memorial Dr., Suite 100, Newnan, GA 30265, (678) 854-2010, FAX (678) 854-2025, www.triumphmotorcycles.com. The new site is closer to I-85 and the Atlanta Hartsfield airport, and will include a new on-site technical training facility.

Hansyllan Motorsports, promoter of the 2001 AMA National scheduled for September 14-16 at Willow Springs Raceway in Rosamond, California, is cancelling the event. Hansyllan Motorsports sources cited the cost of promoting an AMA event and difficulties working with AMA officials as being behind the decision. Hansyllan took over promotion of the Willow Springs event when the racetrack declined to continue putting on the event itself. Hansyllan Motorsports' Steve Rethmeier said the decision was based on economics. "We lost more than we thought we were going to lose on the race," said Rethmeier of the event his company promoted at Willow Springs in 2000. "Part of the problem is the facility itself. It has a capacity we figure of about 9500 to 10,000 in the bleachers and we need about 15,000 to 20,000 capacity for it to make sense to put the event on. There's so much to do in Southern California, and to let everyone know what's going on, it just costs so much to advertise. We're probably in one of the most expensive markets to promote an event in, yet we have a venue that doesn't have sufficient capacity to make it worthwhile to make the investment in the event. And our sponsors, primarily Coca-Cola, once they experienced the event, felt that it was not the type of event that justified their involvement at the level they were involved at. We would like to see an event occur in the L.A. area, so I called (AMA Road Race Manager Ron) Barrick and told him that we were having some trouble financially with this event, and that we wanted to know if they could help us or subsidize the event, if they wanted to subsidize it. The best we could figure was that we could come close to breaking even on the event without some help. Barrick's response was 'We really don't care that much about Willow Springs anyway, so whatever you guys want to do is fine.'

"I was surprised by that," Rethmeier continued. "Here's effectively a customer of the AMA calling up and saying, 'We're not really

interested in your product any longer,' and there was not any interest in that. If I was Barrick I would have worked a little harder to try to keep that customer. Barrick did counter with an offer for us to promote events in other parts of the country, but we're a little leery until we hear what they can do to help us. He offered up to three events, not counting Willow."

Rethmeier had harsh words for AMA Pro Racing management, citing problems scheduling the 2001 race. "I was contacted by (AMA Pro Racing CEO Scott) Hollingsworth and (AMA Pro Racing Director Of Competition Merrill) Vanderslice and given the option of two dates, one in April and one in May. The May date was just within the 30-day blackout period that PACE had for any of the venues that they run at. I talked to Stephanie and Bill Huth and negotiated real hard for that May date, and I got it. Next thing I know Barrick calls me and says I guess we forgot to tell you, we gave that May date to Road America or Road Atlanta, I don't remember which. So Hollingsworth himself calls me and works me over on that date. We preferred a September date, but I agreed to do what I could to get the date, we got it, and then they didn't even have the courtesy to call us and tell us the date was given to somebody else. They scheduled us in the middle of September, when I think it's too hot and would have preferred a date later in September or early in October.

"If they want to approach us to promote other venues, we'll listen to what they have to say. It's just that we have other business interests where we actually make money, so we need to focus on that," concluded Rethmeier.

The AMA issued an official statement regarding the status of the AMA National at Willow Springs, which read "The Hansyllan Group, promoters of the Willow Springs round of the AMA Chevy Trucks U.S. Superbike, have indicated to AMA Pro Racing officials that the event may be in danger of being canceled. AMA Pro Racing's Road Race Manager Ron Barrick is in contact with the Hansyllan Group and indicates that the promoter is having difficulty obtaining a sufficient level of sponsorship for the Superbike event and is exploring other avenues to keep the event scheduled...AMA Pro Racing will post additional information as it becomes available."

A February 14 statement from AMA Pro Racing made official what *Roadracing World* reported last month, mainly that the AMA Pro Thunder series would "expand" over into WERA Championship events. The AMA's release quotes Buell Motor Company chairman and Chief Technical Officer Erik Buell as saying, "We believe the 2001 AMA Pro Thunder class is a perfect place for riders and teams to compete for a prestigious national championship." The release goes on to describe the class as being a "grass-roots type program that prepares riders for the rigors of a full-time professional racing career, the Buell Pro Thunder series will transition to a prominent role as a part of select WERA Championship events." The release says that this addition of three rounds of the Pro Thunder series to WERA events brings the Pro Thunder total up to 11 races, but that does not factor the probable loss of the Willow Springs round. Pro Thunder will have rounds at the following WERA National Challenge series events:

6/29-7/1 Portland Int'l Raceway, Portland, OR
8/3-5 Summit Point Raceway, Summit Point, WV
10/23-28 Road Atlanta, Braselton, GA

And in a surprising reversal, AMA Pro Racing officials have responded to input from competitors by throwing out a new minimum weight rule that would have eliminated any chance for machines other than Ducati 748s or factory Buells to be competitive. The minimum weight requirement

has been removed for unlimited displacement four-stroke, single-cylinder machines and 600cc-850cc, non-desmodromic, four-stroke liquid-cooled twin-cylinder bikes. All other machines will still be required to weigh 380 pounds. This change is for the entire series. Points will be awarded at the WERA Pro Thunder rounds per AMA rules, but only competitors' nine best finishes will count toward the AMA Pro Thunder Championship. AMA Pro Racing license holders will need no extra license to compete in the WERA Pro Thunder rounds, but WERA license holders must also be an AMA member to run in the Pro Thunder class. WERA licenses will not be honored at AMA National rounds. The entry fee for Pro Thunder will be the same at all 11 rounds at \$120, but racers can pre-enter and post-enter the WERA Pro Thunder rounds on WERA entry forms. Gridding at WERA Pro Thunder rounds will be according to one timed qualifying session with WERA's AMB electronic scoring system, and a maximum of 44 riders will be allowed on the grid. AMA Pro Racing technical standards and rules will be enforced at WERA rounds. Sponsorship and contingency compliance will be recorded on AMA forms at all rounds. At WERA rounds, secondary rider insurance coverage will be from WERA's K&K Insurance policy. AMA Pro Racing rules concerning penalties, protests, appeals, red flags, re-starts, finishes, and whether a rider who crashes during the race may continue without re-teching (with exceptions) will be enforced at WERA rounds. The Pro Thunder purse at WERA rounds will be \$2833 per race, paying \$600 for first, \$500 for second, \$400 for third, \$300 for fourth, \$250 for fifth, \$225 for sixth, \$200 for seventh, \$160 for eighth, \$115 for ninth, and \$83 for 10th. The purse is being posted by AMA Pro Racing. For more information call AMA Pro Racing's Rob King at (614) 856-1900 or visit the AMA website at www.amapro-racing.com and click on the Rulebook and Bulletins link. WERA can be contacted at (770) 720-5010, FAX (770) 720-5015, www.wera.com, e-mail wera@wera.com.

The now-abandoned Pro Thunder minimum weight requirements would have guaranteed that only the Ducati 748 and certain works Buells could have been competitive in the Pro Thunder class. Under the 2001 season weight rules announced in December, Suzuki SV650s and various single-cylinder machines would have been forced to carry as much as 70-100 pounds of ballast, despite already having a displacement and horsepower disadvantage. Riders who competed on non-Ducatis in 2000 protested the rule change vehemently, and their comments, publicized by *Roadracing World* and roadracingworld.com, caught the eye of several members of the AMA Pro Racing Board of Directors, and AMA Pro Racing issued a Competition Bulletin, dated February 9, announcing the removal of the minimum weight for those machines.

New jobs: Former Formula USA owner and promoter Doug Gonda has been signed by SFX Motor Sports to handle track negotiations and race scheduling for the Formula USA and CCS race series. Gonda and his business partner Brenda Taylor sold Formula USA to SFX at the end of 1999....Tomas O. Garley has been named Manager, Sponsorship Sales and Services, for Sears Point Raceway....Kawasaki Motors Corp. U.S.A. President Masatoshi "Mike" Tsurutani has named Bob Shepard Executive Vice President, Marketing Group; Vice Presidents Barry Beehler, Mark Kelly and Bob Moffit now report to Shepard. Executive Vice President Yoshi Kawamura has been put in charge of the renamed R&D Division, now known as the Product Advancement and Racing Division, with Kohei Yamada named Vice President,

continued on page 34

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Kawasaki On The Gas At Laguna Seca

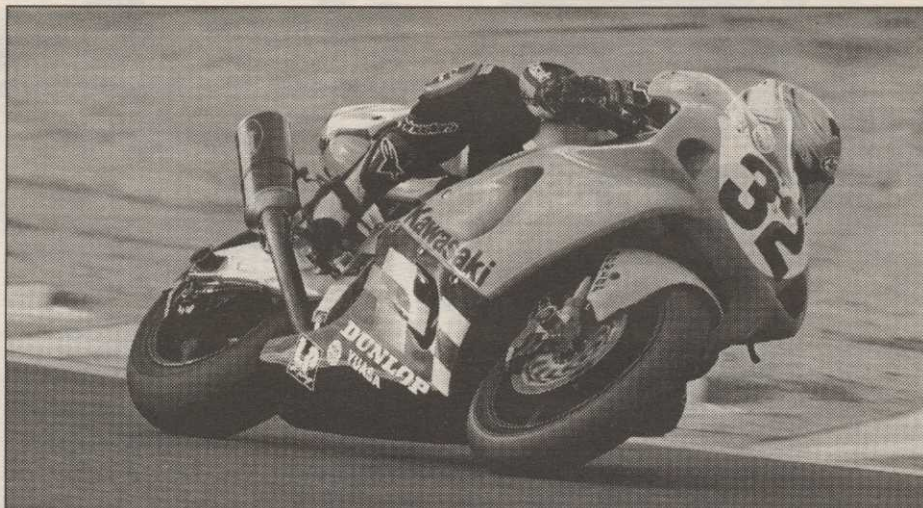
By Bob Dragich

If there was a "winner" at the Laguna Seca tests in January, it was the Kawasaki team. Doug Chandler turned the fastest Superbike time, and his teammate Eric Bostrom set an unbelievable pace for the 600cc class, with a best lap at 1:29.2. Also in action for the duration of the tests were Mat Mladin of Yoshimura Suzuki, Anthony Gobert and Tommy Hayden of the Yamaha team, and new recruits Aaron Gobert and Damon Buckmaster on the Graves Motorsports Yamaha squad. Yoshimura Suzuki's Aaron Yates and Jamie Hacking, both injured, attended the tests for a photo session only, but Hacking's new leathers didn't show up and he never rode at all. Yates, still on crutches from a motocross crash, rode and left. Honda's Nicky Hayden, Erion Honda's Kurtis Roberts and Mark Miller, Bruce Transportation's Josh Hayes and Roger Lee Hayden and Harley-Davidson's Pascal Picotte and Mike Smith all left as scheduled after the first two days of testing.

Yamaha

For the 2001 AMA racing season, the U.S. Yamaha team actually got Noriyuki Haga's World Superbike machines from last year. Asked to describe the difference between Haga's bikes and the team's 2000 season machines, Yamaha's Tom Halverson said, "There are not huge differences between the two. They had the full factory behind them, and they were able to set-up just a little better than we were. The whole package is just more honed than we had it. We got all their information from last year, but it's amazing how close we both were on set-up." By Thursday, the final day of the test, Halverson said about the set-up figures that they had gotten from Japan, "We went way beyond it yesterday, based on the information we had from the factory."

On working with new recruit Anthony Gobert, Halverson said, "His feedback is really good and he doesn't rush things, which is good. He pushes the bike hard enough to get the set-up. He'll have a goal and he gets there step-by-step. A lot of guys want to rush it and then they get frustrated. Anthony has good feedback and the ability to communicate with the engineers. He seems pretty good at that. So far he's been a hard worker. When it was raining yesterday, he was the first one



Eric Bostrom (32) was fourth-fastest at Laguna Seca on the Kawasaki ZX-7R Superbike seen here, but was quickest by far on his ZX-6R Supersport bike. Photo by Brian J. Nelson.



Doug Chandler (10), fastest man on a Superbike during testing at Laguna Seca, leads fifth-fastest Tommy Hayden (22) down the corkscrew. Photo by Brian J. Nelson.

out there. That's really encouraging. His target today is to get into the 26s. It just depends on whether the track is going to dry out or not."

Gobert was as impressed with the team members as they were with him. "The team's good. Every team is different. This team works just fine. We have some Japanese technicians working with us and I'm really grateful for it." Gobert was also impressed with the Yamaha Superbike. "Haga proved last year the machine is capable of winning races. It's good enough to win a Championship, for sure. I really like the way the bike turns. The V-Twins get off the corners good but don't turn as well. This one does both. At this test, overall, we're just trying to make the package work better. You name it, we're trying it. Our lap times are as good as anyone else's. We're gradually building up to speed. As it came, the bike was set up for a smaller Japanese rider. I have wide shoulders, and we had to change the handlebars out."

Gobert, who holds the Superbike lap record at Laguna with a low 1:25, had turned a 1:27.1 by Thursday and was hoping to get into the 26s. "Right now, it (the R7) is wheel-standing coming off the corners. Mat and Chandler can keep the front end down. I have a better entrance speed, they are better on the exit." By the end of the day, Gobert said, "We've made the wheeling better. We haven't changed much since we've been here; just a little bit here and there. I feel really confident now. At Daytona I wasn't comfortable

on the bike; I just needed more track time. If we have one more test, we should be good for Daytona." But, Gobert added, "We don't have another test scheduled. Hopefully, I can talk them into it. I just need to ride the bike; it doesn't matter where."

Jeff Myers, who heads up the YZF-R6 Supersport program for Yamaha, said that, in comparison to the 2000 machines, "There are a few changes in the engines that will probably help us make a few more horsepower. The way we've got the crew set up, (Tom) House(worth) is taking care of the Superbikes, and I'm taking care of the 600s. We need to get one more mechanic. I'm just trying to get a bike under Anthony. It doesn't give you much time to do the paperwork."

In preparation for the 2001 season, Myers said, "We did a few races with Tommy (Hayden) at Willow (Springs). He won three races. When Anthony was there he won four races but they docked him for changing grid position in one class."

Comparing last year's machine to this year's, Tommy Hayden said, "There's no huge difference in the Superbike. It's a little bit better all the way around. It's better going into the corner, which was our big problem last year. The clutch slipper is a lot better. Before it was really hard to brake late. This year's bike is more free-wheeling than the one we had last year. Last year it felt like you had the rear brake locked up going into the corner. The way it is this year, it really increases your confidence. The bike this year is also accelerating better; I don't know if it's making more power overall. I feel a lot better on this bike. Even the seat and handlebars are different. It's a mat-

ter of body position. I feel like it fits me better." Hayden also liked the Nissin brakes that came with the new Superbike. "I like the Nissins a little better. I just like the feel better. It's like there's more feedback from them."

Suzuki

Current Superbike Champion Mat Mladin was very unhappy with the rain and how much track time it cost him and the team. "We haven't had many laps on it," he said of the new 2001 Yoshimura Suzuki Superbike. "We've got to do more, that's for sure. The new bike has a totally different feel. I'm not happy with the handling overall so far, but the motor seems stronger. We still need to get the chassis set up. We had three days at Daytona, but that doesn't do you much good for normal racetracks."

Elaborating, Mladin said, "We having a front-end push problem. There's not a good, solid feeling in the front, and we need to get a handle on that. It's a mid-corner-to-exit problem. It's behaving okay; it's just not 100 percent yet. But the motor has a smoother power delivery and feels stronger all over."

The team was obviously frustrated at the end of the test. Mladin's mechanic Reg O'Rourke said, "It's not going very well. We've got a bit of work to do," as the team started to pack up at 2:30 on Thursday afternoon, a full two hours before the scheduled end of the session and nearly an hour before rain actually started to fall.

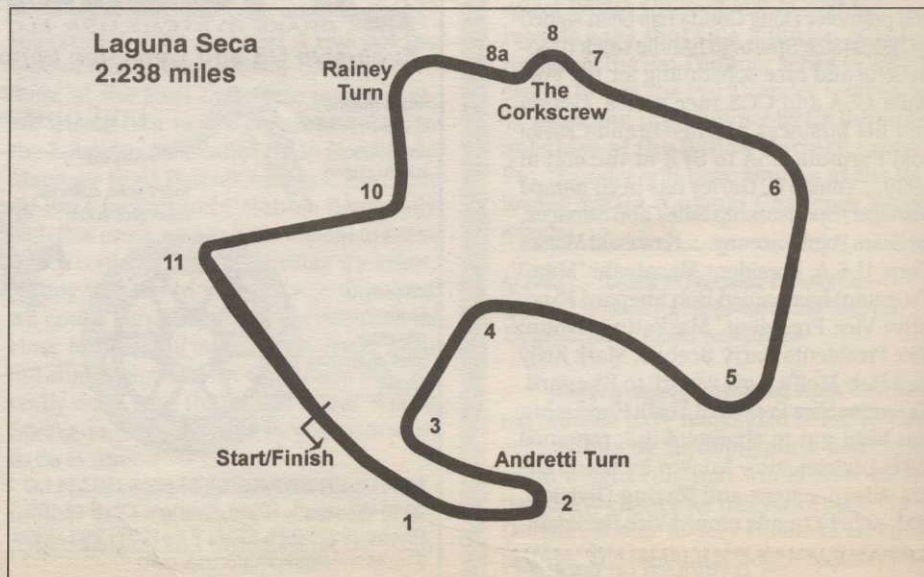
"We didn't get nearly enough laps in, so we have to do some more testing," said Mladin when it was all over. "We did a front-end change, but it didn't make an improvement. The front end will be the main priority at Sears Point on Sunday and Monday. Because it's a brand new bike, the more laps you can do, the better. I'm still fairly unhappy with the way things are going, but it all comes down to how few laps we've done. Once we get the front end sorted, something else will probably pop up. It's hard to say what it will be until it happens."

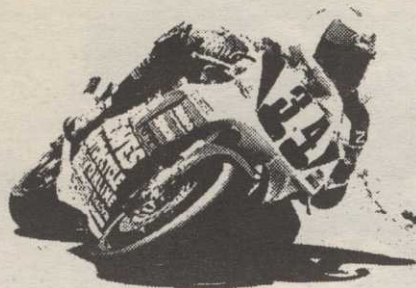
(The Sears Point tests, originally scheduled to be attended by Yoshimura Suzuki and by Kawasaki, were cancelled due to track drainage problems and water seeping up through the pavement.)

Kawasaki

According to rider Doug Chandler,

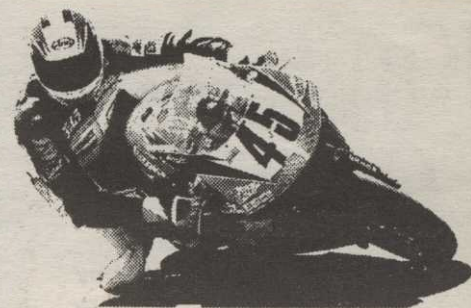
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Laguna Tests

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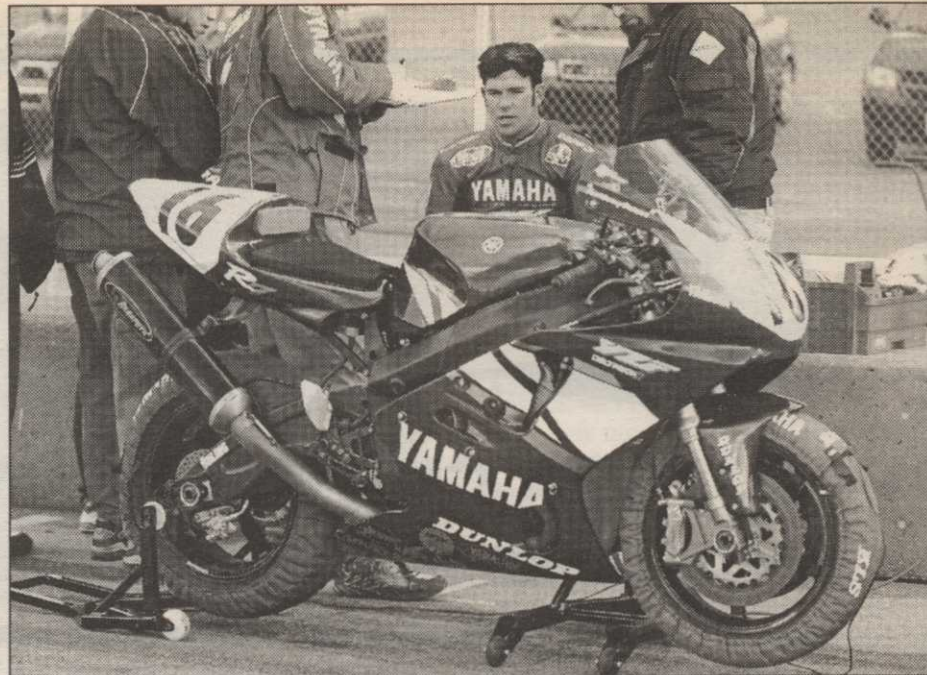
the 2001 Kawasaki Superbike is "Basically the same bike as last year. There are no major changes. It's got new forks, but there's not much of a difference in the design." According to teammate Eric Bostrom's tuner Al Ludington, communication with the factory improved after Chandler and Bostrom went to Motegi in Japan for testing. "They got a chance to size us up, we got a chance to size them up," said Ludington.

One of the most noticeable differences between the 2000 Kawasaki and the 2001 machine is the new Showa

fork. "It's a four-bleed setup as opposed to a two-bleed setup," said Ludington. "The actual architecture of the fork is different. The four-bleed allows it to flow more fluid. Eric prefers it for its action on the brakes."

Although he ended up turning the fastest lap of the four-day test, a 1:26.87, Chandler was having trouble with the wind when he did it. "The wind is really inconsistent. It just nails you as you come down turn nine. It takes you by surprise. I almost lost it in turn five while I was doing a 1:27." The wind was blowing so hard that the Yoshimura team wrapped tires in blankets while they were on tire warmers just to try to keep the heat in.

Despite the problem with the wind,



Yamaha YZF-R7 Superbikes tested at Laguna Seca were trickled down from Yamaha's 2000 World Superbike program. Here, Anthony Gobert waits to go back out on the track while his crew confers on set-up. Photo by Brian J. Nelson.



Anthony Gobert (16) tied with Mat Mladin for second-fastest on a Superbike during tests at Laguna Seca, riding the Yamaha YZF-R7. Photo by Brian J. Nelson.

Chandler said the test, for him, was a success. "The main thing I got out of it was more confidence in the front of the bike. A different offset helped it out when I was struggling. It wasn't so bad under braking, but when you got off the brakes in the turns it would get light and want to skate."

Chandler didn't have quite the success he had on the Superbike when riding the ZX-6R. At the end of the test, he sounded puzzled by it. "We're chasing a chatter. We did a lot of changes,

but they didn't make much difference. We have to go through the whole bike. It feels like something, maybe the swingarm, is loose."

While Chandler turned the fastest lap on a Superbike, Eric Bostrom smoked the rest of the riders in the 600cc class. According to Ludington, the down time of the off-season gave the team time to assimilate what it had learned in the 2000 season. "It's everything we learned last year combined into one machine," said Ludington of

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Bostrom's ZX-6R. "It's now something Eric's really comfortable with. We got a chance to catch our breath, sort through all the data and incorporate it into one package that works. Eric was burying his knee in the wet yesterday." Ludington also said that the addition of Danny Hull, who tuned for Kurtis Roberts on the Honda last year, was a good move. "He's been a big help," said Ludington. The biggest asset, according to Ludington, is Bostrom's attitude this year. "He's motivated this year. He's not going to take that (2000) 600cc Championship defeat lying down."

Bostrom gave the credit for the improved ZX-6R to his team. "They pushed to make it better. We got the chatter in the front end worked out. Last year we could put in a 29, but it wasn't consistent. Right now it's giving us something to shoot for in the Superbike. All I can say about the 600 is, that thing's good. I'm not concerned about it when we have so many problems on the Superbike, but I still think there's more in it."

Contrary to his success on the 600cc Kawasaki, Bostrom wasn't as happy with his Superbike. "He's trying a lot of suspension settings," said Ludington. "We keep going to the data, and Eric's even trying differences in his riding style."

"This year we're trying to get some consistency," said Bostrom. "Last year we went from being a front-runner at one track to being a backmarker at the next. It's in the motorcycle itself. We made a lot of changes. I know we're better off than we were, but I don't know if it's where we want to be yet."

In an effort to find out why Chandler was the fastest, Bostrom took Chandler's machine out for a spin on Thursday afternoon. "That thing's alien," said Bostrom, referring to Chandler's set-up. "Ergonomically, it's hard to ride another guy's bike. But his bike takes turn 10 so good and the forks are working really good." At the end of the day, Bostrom described himself as "a little disappointed" in his own Superbike. "The bike is pretty good, but it's still chattering in turn four. In some ways the bike is better than the bike we had here last year, but then we were doing 26s, so it's got to have something to do with me. It seems like we've been working on the forks all weekend. We went out on them yesterday and they were perfect, and today they've got chatter. It doesn't make a whole lot of sense. The hook-up at the exit of the corners isn't bad, but we'd like to get it better. Every bike here has a wheelie problem. When you go for more grip, it just accentuates the wheelie problem." Bostrom turned his best lap at 1:27.5 on Wednesday after a dozen laps out.

Graves Motorsports

After riding production-based machines in the 600cc and 750cc Super-sport classes, Damon Buckmaster was thrilled to get on the Graves Motorsports Formula Xtreme YZF-R1. "The R1 is more like a Superbike, and I'm pleased about that," said Buckmaster. "We've been messing around with production bikes for a few years and I want to show I can go fast on a fast bike with slick tires. It's absolutely a stepping-

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Hodgson's The Fastest At Kyalami On Non-factory-team Ducati

By Kel Edge

The first official World Superbike tests of the year showed that the 2001 series is going to be yet another fascinating contest. Two 500cc Grand Prix stars have joined the series this season, in the form of Frenchman Regis Laconi and Japanese Tadayuki "Tady" Okada. Laconi rides alongside Troy Corser on the Aprilia RSV and Okada replaces Aaron Slight on the Honda VTR alongside 2000 Superbike World Champion Colin Edwards. To that, add Spaniard Juan Borja and Frenchman Jean-Marc Deletang riding YZF-R7 Yamahas for a Russian team, along with the expected debut of one of the most famous marques in racing—Benelli—with veteran rider Peter Goddard sometime during the season.

Although the Kyalami tests were short on privateers, all the big factory teams were present. Honda and Ducati tested at Kyalami in advance of the official tests and it was no surprise to anybody that they dominated the first two days of the four scheduled. The Honda men decided that they had achieved everything they had set out to do and left after two days of official testing, with current World Champion Edwards topping the leaderboard in a seemingly unassailable position. At least, unassailable until the rest started to exploit their time at the track. The Ducati boys found their form and soon started to challenge Edwards' best time. Aussie Troy Bayliss led the charge and went to the top of the standings, closely followed by a posse of others and soon Edwards' best time became only the fifth-best time. Then, on the final day, Briton Neil Hodgson surprised everybody (including himself) by taking over half-a-second off Bayliss' best and ended on top of the world. Hodgson's time of 1:41.477 was not only the fastest time of the tests by a considerable margin, but it was also just short of two seconds under the lap record! And to put matters further into perspective it was nearly a second under the Superpole lap record.

Ducati officials on one hand must have been pleased that one of their bikes was on the top of the pile ahead of the Hondas, but they probably would've preferred it to be one of their three factory riders on top instead of a man from an "outside" private team. To make matters worse for the Bologna marque, Hodgson was on a bike a step down from the bikes ridden by Bayliss, Rueben Xaus and Ben Bostrom. The factory trio have the latest 2001 Testastretta-engined Ducatis, and only the

factory team has those engines, whereas Hodgson and GSE teammate James Toseland have the 2000-spec factory bikes. The bikes ridden by Bayliss, Xaus and Bostrom all featured the F1-type paddle shift gearchange seen at the last tests. Once again, secrecy was high on the Ducati factory team's agenda and every time the bikes came into the pits they went straight into the garage. No photographers or journalists were allowed in the garages when the bikes were stripped down, and when work was being done the garage doors came down. The team members were so paranoid that they even brought out six or seven mechanics to prevent photos being taken when the bikes returned on the pick-up truck after any of the trio's crashes. One photographer who



Colin Edwards (1) left Kyalami early, having finished his scheduled tests and topping the leaderboard at the time. Troy Bayliss (21) later went faster, finishing the tests second-quickest with Edwards ultimately sixth-fastest. Photo by Kel Edge.

tried to take a photo of the bike as it was being hosed down of mud was even wrestled out of the way. So, for all the media representatives present, the fact that an outside Ducati—and one of last year's models to boot—finished fastest was some sort of ironic justice. Unfortunately for the media men present, most bikes were either in last year's colors or were unpainted. Carbon black and plain white were the order of the day. Honda, GSE Ducati and Suzuki were the worst, but although Aprilia, the factory Ducatis and Kawasakis were painted, none were in exactly the colors with the correct sponsor names as will be seen at the first race of the year. Kawasaki did have its bikes, with Akira Yanagawa and Gregorio Lavilla on board, in the right paint scheme for all of 10 laps, but that was about it.

Castrol Honda had 2001 bikes,



Neil Hodgson (100) was the fastest man at the Kyalami tests, riding a GSE Ducati. Photo by Kel Edge.

which feature Honda's usual "continual progress instead of radical change" philosophy but Edwards stated that the revisions made to the chassis gave a "sweeter handling bike". Other changes include a modified exhaust and an improved engine, but the power curve is the same so Edwards could not feel any noticeable difference. Michelin had some new tires to be fitted on different rim sizes for the team and the tests were very much a test regarding development and progression and work towards keeping the VTR ahead of the game. More revisions will appear in the next official tests in Valencia, when the team gets down to real business of defending its 2000 crown.

8-hour race last season. Okada said "Adapting to the VTR is not easy, but it is easier then going from a VTR to GP 500. Also, there is a lot of engine braking on a four stroke, which doesn't happen on a two-stroke and that's something to get used to as well."

The official Ducati teams turned up with three of the 2001 Testastretta bikes plus a spare and by the end of the tests probably wished that they had brought double that number—thanks to crashes by all three riders. In fact, all three riders managed to crash at the same corner, known as Goodyear, and the cornerworkers unofficially rechristened the turn "Ducati Corner". The Testastretta (narrow-head in English) is actually a bit of a misnomer because the heads are the same size and the angle between them is the same as before. What is different is that angle between the valves is narrower, allowing straighter intake ports. The new angle also means that the roof of the combustion chamber can be flatter. Torque is improved and output is up by at least 6.0 horsepower. The 2001 factory Ducatis use new Ohlins front forks, which are pressurized. Diameter stays the same at 42mm. The rear shock is the same as last season. The 2001 factory bikes will have different fairings. They will lose the two characteristic front vents and be more open in design. The new fairings have been wind-tunnel tested and it seems that the rider will feel more hot air on his legs than last season. Like the Honda men, the Ducati riders played around with different rim sizes for the Michelin tires, except for Bostrom who will be Dunlop mounted in 2001. So, Ducati will have the slightly strange situation of having both Michelin and Dunlop

Edwards' new teammate Okada was nearly on the pace straightaway—not surprising as he has put in a vast number of miles on the bike already and rode it (with Edwards) in the Suzuka

World Superbike Testing Best Lap Times

1. Neil Hodgson, Great Britain, GSE Ducati	1:41.477
2. Troy Bayliss, Australia, Infostrada Ducati	1:41.904
3. Troy Corser, Australia, Aprilia	1:42.057
4. Ben Bostrom, USA, Ducati Corse	1:42.290
5. Frankie Chili, Italy, Suzuki Alstare	1:42.347
6. Colin Edwards, USA, Castrol Honda	1:42.391
7. Ruben Xaus, Spain, Infostrada Ducati	1:43.227
8. Tadayuki Okada, Japan, Castrol Honda	1:43.244
9. Gregorio Lavilla, Spain, Kawasaki RT	1:43.404
10. Stephane Chambon, France, Suzuki Alstare	1:43.669
11. Akira Yanagawa, Japan, Kawasaki RT	1:43.769
12. Regis Laconi, France, Aprilia	1:43.909
13. James Toseland, Great Britain, GSE Ducati	1:44.383
14. Juan Borja, Spain, Panavto Yamaha	1:47.007
15. Jean-Marc Deletang, France, Panavto Yamaha	1:47.263

technicians in team garages at every race. Of course the biggest talking point was the F1-type shift system, but nobody in the team was willing to discuss who makes it (Marelli), where it comes from (Marelli's work with Ferrari in F1), or how it works (a combination of electronics and hydraulics). Bostrom was not entirely convinced of its usefulness and may have actually inadvertently caused his own crash. The thumb on Bostrom's left hand that is not 100 percent due to crash years ago when a Dunlop tire exploded on the banking at Daytona and sent Bostrom sliding at over 160 mph. The thumb's slight lack of sensitivity may have caused the Californian to accidentally shift two gears instead of one and—bingo, here comes the gravel trap before you can say F1! Bostrom and Bayliss escaped injury in their crashes, but Spaniard Ruben Xaus was not so lucky. A heavy crash in Ducati's private tests at Kyalami a few days before the official tests started left Xaus with strained neck muscles and he missed the first of the official days as a result.

Suzuki showed up with the 2001 GSX-R750s at Valencia. The all-new bikes went over very well with seasoned campaigner Frankie Chili, who described the bikes as much better than the 2000 models. New chassis, new engines and injection systems add up to a proper race-winning possibility, though Chili was guarded enough to say "With all the improvements that Honda and Aprilia are making, the new Suzuki may be just one year too late. I would have loved to have had this bike last season. Our new bike is good, now we have to see how good it is." Chili's teammate Stephane Chambon continued his jump from Supersport to Superbike steadily and appeared to be struggling a little in the first three days. But, on the final afternoon he suddenly found a setting he liked and promptly went over two seconds quicker than he did on his first day.

Aprilia started the tests with just one rider, Laconi. Troy Corser missed day one and then spent the next two days at Kyalami not in the best condition. Jet lag and a slight illness definitely held up the Aussie's progress—though the laps he did do were certainly quick. Corser was heading for a battle with Hodgson to be the quickest rider, but high-sided on the last morning and his left foot was bruised enough for him to call it a day. Laconi struggled throughout the four-day tests, but was using the tests to familiarize himself with riding a four-stroke after years on a two-stroke. Laconi spent most of the tests riding a 2000-spec bike, whereas Corser had 2000/2001-spec RSVs with "Step 2" engines. The Step 2 engine was first raced by Corser in the last round of 2000 and produces more power. Revisions in chassis geometry and engine positioning occupied a substantial part of Corser's testing program. The Aprilias also had the new 2001 Ohlins front forks, with pressurized system, but the team had already raced with these forks last season.

Kawasaki has the oldest bike in World Superbike, but somehow the old iron gets close. With Honda and Ducati so strong and Suzuki and Aprilia improving, it's hard to see how the Kawasaki can really be competitive. The affable Akira Yanagawa didn't look entirely comfortable throughout the tests and

continued on page 28

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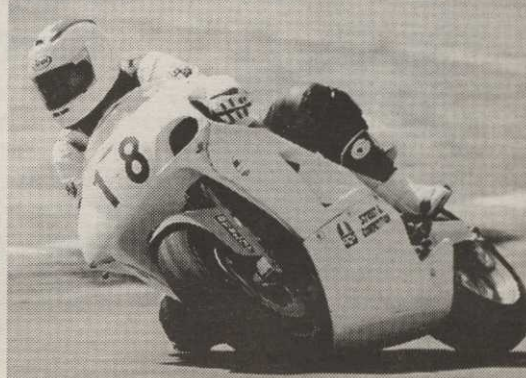
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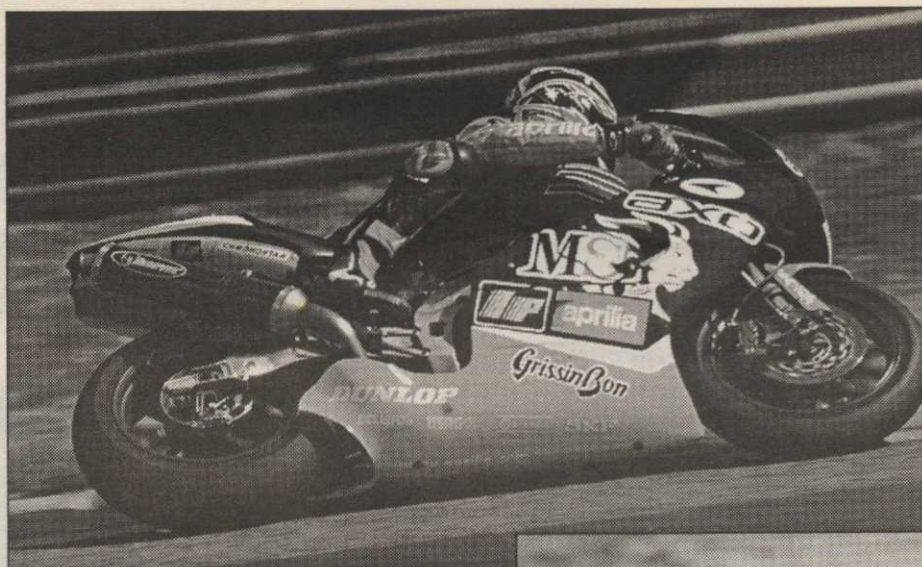
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ended up 11th-fastest overall. His teammate Gregorio Lavilla is still in discomfort from the broken pelvis he sustained last season and walked with a noticeable limp. Nevertheless Lavilla finished the tests two places ahead of Yanagawa, in ninth place. Things may have changed slightly on the bikes, but what has changed a lot is the team personnel. Hardly any mechanic is left from last season and maybe the team has not yet gotten in sync. The team will have Japanese rider Hitoyasu Izutsu appearing for at least eight races this season, which may shake things up a bit—especially as Izutsu's ZX-7R will be using Ohlins suspension, whereas Yanagawa and Lavilla are on White Power suspension.

GSE Ducati was one of only two non-full-factory teams present and was at Kyalami for three of the four days. The GSE team started steadily, with Hodgson and youngster Toseland feeling their way around the track and learning as much as possible in the time available. Toseland is adapting to the Superbike well and is not rushing into it. With help from the team and Hodgson, the youngster is recovering his confidence and will be using the season as a springboard for the future. Hodgson is a very different rider to the one who raced in Superbikes years ago—a fact he readily admits. Winning at home last season is one thing, but he knows he has to prove himself on



Troy Corser was third-fastest on the Aprilia at Kyalami despite suffering the effects of jet lag and a virus.
Photo by Kel Edge.

foreign tracks this year. Finishing as top man in the official tests show that he can do it away from home and now it remains to be seen if he can turn test times into race wins.

With no official factory team presence this season, Yamaha was represented at Kyalami by Team Panavto, a team based in Russia and sponsored by Panavto, the Yamaha and Daimler Chrysler Benz importers for Russia. The company is owned by Andrey Pavlovitch and it was his idea to go World Superbike racing. The decision



Ben Bostrom (155) was fourth-fastest on his Ducati at Kyalami, prior to his team's new tobacco sponsorship deal being announced.
Photo by Kel Edge.

to do this was only made in November last year and originally the team were going to run two Russian riders. But after initial tests with young Russian riders it was decided that more experienced riders were required and the team started hunting around. They called Frenchman Jean-Marc Deletang and he agreed and then the team called Yamaha Japan for assistance and eventually they were introduced to Juan Borja. The bikes are prepared by the French company MG, an official partner of Yamaha France in the World Endurance Championship. They are 2000 YZF-R7s with 2001 kit tuning parts (engine and suspension) from Yamaha Japan. The bikes are nowhere near the level of Haga's 2000 R7s—a fact reflected in that Borja and Deletang finished at the bottom of the pile, in 14th and 15th positions—nearly three seconds behind 13th place. **RW**

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stone to getting into the Superbike class. It's the best racing we have next to Superbikes." Asked if he would be concentrating on the Formula Xtreme or the 600cc Supersport class, Buckmaster said, "We're not sure how much of the 600cc class we're going to do. There will be a 600cc bike available for me at all the races except at Daytona. The 600cc class is a competitive class, but a lot of the questions I've been asked are whether I can ride on slick tires and how much Superbike experience do I have."

How well does Buckmaster think he'll do in the Formula Xtreme class? "I have very high prospects of winning the Formula Xtreme Championship," he said confidently. "The first race will be at Sears Point in May. In 2000, there was just practice and qualifying. The rest of the weekend was cancelled, but in the 750cc Supersport class, I was 1.1 seconds faster than anyone else. Learning to ride that track isn't even an issue. But we've got to gather a lot of experience with the bike. Our times are showing that we're learning fast, and, for me, the R1 is easier to ride than the production bikes. With the production bikes, I was missing the power and also the ability to set it up. I like the scope that I have to work with now as far as set-up goes. I like that there are a lot of things I can change to make the motorbike better. It takes more time, but it's definitely worth it."

By the end of the day, Buckmaster had clicked off a best lap of 1:28.3. Like most of the riders, Buckmaster was hoping for some more testing before the race season actually begins. "This test has given us a good direction for our next test, but nothing is scheduled at this time. We're going to have a meeting after this and work out what we're going to do. My initial feeling on the bike is good, but I could tell there are a lot of areas to work on. We could make it better for me as a rider. We tried different engine configurations and logged info that will be used for the future. There are still different chassis set-ups we want to try, but this is just one racetrack. We had some tractability problems, but I think we've overcome them, given the cold track temperatures of the last three days. Now I feel very confident about tipping it in and dropping in on my knee. We're getting power to the ground quite well, but it's still one area that we're looking at to make it better in the future." **RW**

Best Laps, Superbike

Doug Chandler, Kawasaki	1:26.87
Mat Mladin, Suzuki	1:27.0
Anthony Gobert, Yamaha	1:27.0
Eric Bostrom, Kawasaki	1:27.5
Tommy Hayden, Yamaha	1:27.7

Best Laps, 600cc Supersport

Eric Bostrom, Kawasaki	1:29.2
Tommy Hayden, Yamaha	1:31.0
Anthony Gobert, Yamaha	1:31.4
Doug Chandler, Kawasaki	1:31.9



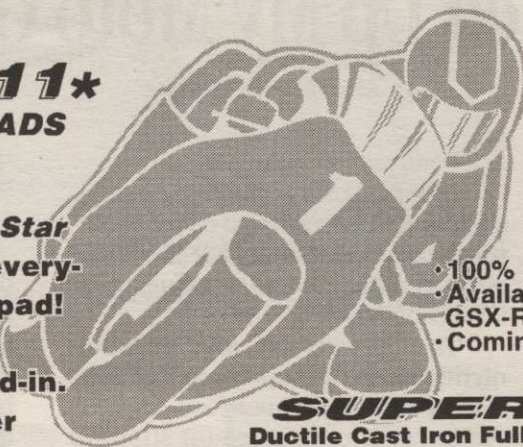
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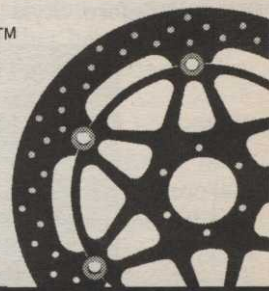
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Learning To Properly Maintain A Motorcycle The Hard Way, or, How I Burned Up My Moto Guzzi

By Martin von Wyss

It all started when three friends and I attended the Penguin Racing School at Loudon in July, 1999. We stood around on hot pavement wearing full leathers in what seemed like 110 degrees F. But I didn't regret having bought a brand-new set of leathers in cool black the week before. Style is crucial, I fig-

of 27 entrants in our class.

Unfortunately such ideal circumstances can't be replicated off the track, which means that riding full-tilt on the street is riding under the influence of false confidence.

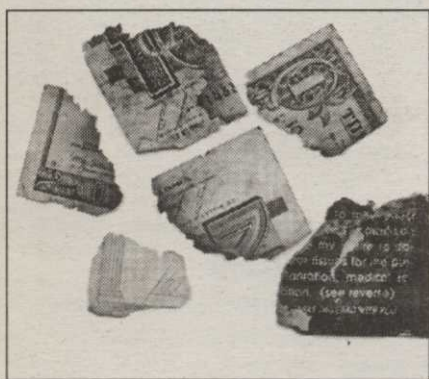
The following day, after a restful night's sleep back at home in Cam-

"Beelzebud, and meet them and the 500cc Suzuki Titan-powered rig at the racetrack.

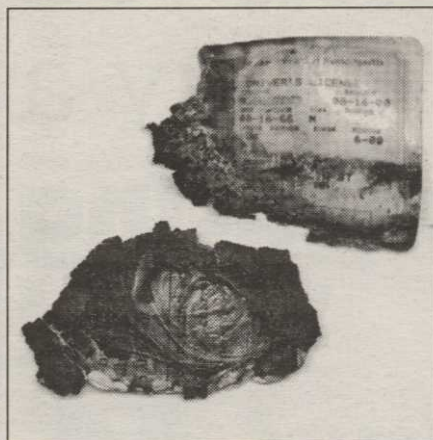
The bike's nickname came from the Budweiser can that had once played a crucial role in keeping the bike rideable by supporting the carburetor at the end of a cracked intake boot. The bike wasn't in top shape anymore. The ignition key and its duplicate required too much force to get them out of the ignition. I bet inserting a new lock would be expensive. And an oil-distributing hose at the front of the engine had a worn seal which meant that the entire engine and the lower part of my leg received a continuous spray of motor oil. The part had been on order for about a month and still hadn't arrived. So before I loaded my luggage onto the



The Guzzi, post-fire. Note dent in front wheel. This side was down during the fire and is therefore more intact than the other side.



Barbecued money, slightly burnt.

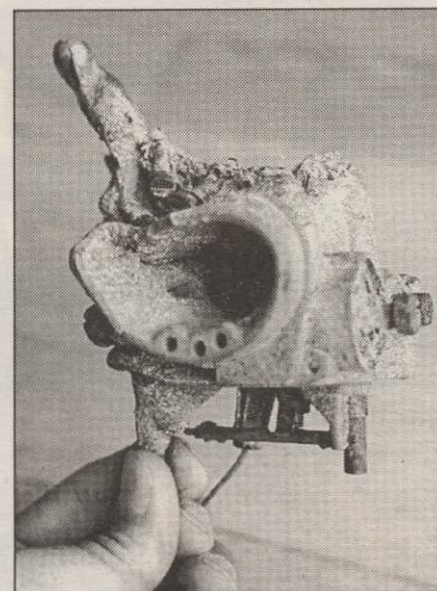


Driver's license and AMA card, after the application of heat.

ure, when your regular ride is a beautiful Italian motorcycle.

The school instilled confidence and taught me the fun of learning a small set of turns and being able to practice mastering them in ideal conditions: All traffic going in one direction, no stalled objects, no Volvos, no cellular phones, no debris in the path and if there is, it'll be preceded by a turn-worker waving a warning flag. The next day we got our licenses and raced. In my second venture onto the once-again-swelting track I finished 12th out

bridge, I got back into my black leathers and prepared for a ride to Nova Scotia on my beloved black Moto Guzzi. My destination later that week was Atlantic Motorsports Park where my friend Sam Stoney would race the new sidecar rig he'd been working on for the last few months. But rather than hurry up north with Sam and Kimberly, I was going to make a vacation of my trip by riding my 1978 Le Mans, nicknamed



The remains of a carburetor. The melted metal that looks like a unicorn horn shows which way was down as the bike lay burning.

bike I checked the oil and received what I should have identified as an ominous warning-sign: The dipstick had fallen off and into Beelzebud's oil pan. Could God be punishing me for the sinful name? Nah. I made the five-hour repair, removing the oil pan to retrieve the errant dip stick end, a repair which included overtightening one of the bolts until it made a loud snapping sound. Impatient, I decided I'd monitor the oil loss during the trip and guesstimate how much oil to top off with on a daily basis. I also made a mental note to fix the turn-signal-flasher-thingie that wouldn't flash anymore, probably because it was so gunked up with oil.

And then there was the worrisome fact that for a month now my gearshift linkage had been relying on a key chain ring that, during a valiant roadside repair, was pressed into service as a replacement for the original cotter pin. Nevertheless, I sped off on the freeway

and later spent a pleasant evening in Portland, Maine.

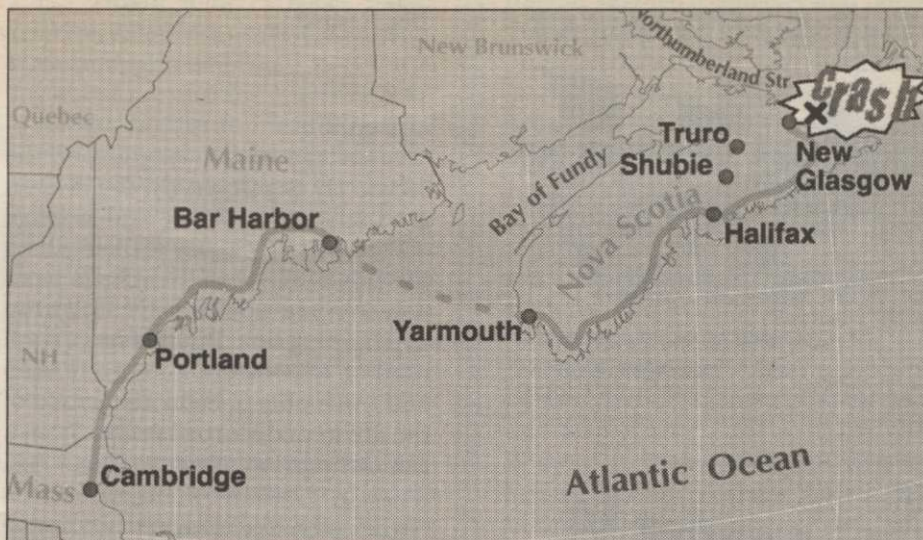
As I worked my way up Highway 1 along the coast towards Bar Harbor where I was due to catch the ferry the following afternoon, I often looked down at a Czech phrase that I always kept on top of the map in my tankbag. Eight years ago I rode my cousin's Yamaha SR500 from Switzerland to meet a friend, Ellen, in Pilsen, in the former Czechoslovakia, and among the friendly people I met was a young engineer who told me how to say in Czech, literally, "stick a needle in your throat", a phrase that has no vowels: Strj prst skrs krk. That little scrap of paper was a constant reminder of the fun weeks I spent in the Czech Republic just months after the velvet revolution. It reminded me of the fantastic 10-cent beers, the Rolling Stones concert I saw in the world's largest stadium, and of Angela, a beautiful and beguiling Canadian who had been studying with Ellen and on whom I'd developed a crush. And who grew up in Nova Scotia.

The two-hour ferry ride from Bar Harbor to Yarmouth, Nova Scotia, was marked by two whale sightings, steady rain, and my anxiety about the bike falling over down in the hold of the ship. When I arrived at 9:00 p.m. in Yarmouth I had no interest in looking for a hotel room, but a burning desire to find out what had become of Angela. I boldly headed for the shelter of the tourist information center and dialed. As luck would have it, she had just arrived from NYC and was spending the summer only 15 minutes outside of Yarmouth in a friend's old farmhouse. My hopes were dashed as she and her boyfriend Brad met me at the door, but as a consolation prize Brad poured me a shot of Tequila and bellowed an offer of a funny little cigarette. The evening was pleasant as I ate the only food they had left—hard-boiled eggs and toast—and we went to bed early, surrounded by Christian icons and binders full of product-line descriptions of all-natural beauty aids and health-care products. The fact that Brad is a member of the Crash Test Dummies can now be interpreted as The Second Warning Sign.

The next morning I waited for hours for my hosts to get up. I enjoyed the peaceful back yard, I read a chapter in a book Brad had just bought, and then I finally decided to go, leaving behind a thank-you note that included my favorite Czech phrase. It made me glad to be able to finally share it again with someone who might understand it. Then with one smooth move I threw my leg at the bike, squarely hitting the sleeping bag strapped to the back seat and knocking the whole bike to the ground. Gasoline liberally ran out through the leaky gas tank cap as memories of the pain I experienced when I put my back out a year ago in a similarly elegant move came back to me. Unable to lift the bike by myself, I yelled for Brad to help me, but his earplugs were in a little too tight and I got no response. I hailed some passing pedestrians, a couple out for a stroll, who helped me get the job done even though the woman informed me that the man had suffered a heart attack the previous

year. I thanked the couple and tried to make a quick escape, but by this time Angela and Brad were in the kitchen. They helped me find a shop at which I could replace the sparkplug cap that had been smashed by the weight of the bike in the fall. With my tail between my legs I headed back into Yarmouth.

The spark plug cap problem was solved an hour later and so I headed along the picturesque southeastern coast of Nova Scotia, taking in the cultural clues that my travel guide had



Tracing the fateful international journey, as documented by our map-making hero.

pointed out: Districts with alternating concentrations of typically French or typically British names, a significant black population here and there, and, all along the coast, pristine coves harboring fishing boats. I made a mental note to remember to put in new sparkplugs when I returned home, and a matching sparkplug cap to match the good one that hadn't been injured.

At 6:00 p.m. I arrived in Halifax which by that time no longer had any rooms available for less than \$200. The weather was absolutely perfect, so I headed to a nearby campground. As I checked in it occurred to me that with all my last-minute problems I'd forgotten to pack my tent. But I wasn't going to let this little detail ruin my

evening, so I threw my sleeping bag down on the ground and headed out to rustle up some grub. The family restaurant was closed by now and the Puritan settlers didn't allow the sale of alcohol at regular grocery stores, so I was forced to wash a bad pizza down with water. I went to sleep under millions of bright stars at 9:30 and decided my day had worked out okay after all.

I woke up before anyone else in the campground, put on my leathers, and quietly went east along the coast, before turning north. The locals at a coffee shop were openly amused by my all-black outfit but in a genuinely friendly way. This kind of reaction is what makes the lone motorcyclist ever more self-

righteous about his careful attention to safety. It took effort to contain my contempt for the Harley rider I met at the gas station that morning who was wearing only tights, a T-shirt and a leather vest. Why did she think that just because I was also from Massachusetts I'd want to talk to her? I wished her a safe trip and thought about the metal brush I've heard they use in hospital emergency rooms to remove embedded gravel from the flesh of motorcyclists who crash without the proper gear.

In New Glasgow I turned east and headed towards Cape George; the Northumberland Strait and the highest tides in the world in the Bay of Fundy were also on my schedule for the day. Looking down at the controls I noticed that the tachometer now wouldn't indicate engine speed under 2500 rpm. Yet another repair for my return. On the other hand, I admired the nifty spot on the handlebars where I'd fastened my watch.

But no sooner had I pulled off the highway and onto a smaller back road than I found myself going too fast in a tight turn. I vividly remember thinking what I've long known to do: Lean the bike harder and look through the turn. But, alas, I hit the guard rail on my side of the road and the next thing I knew I was seeing sky, then pavement, then sky..... I stood up quickly, jumped to the side of the road and watched a bonfire start to rage in the middle of my lane. Beelzebud

continued on page 32



Snazzy hospital attire.

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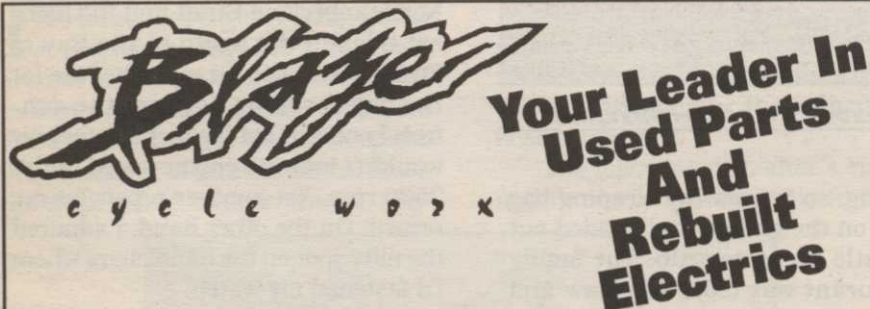
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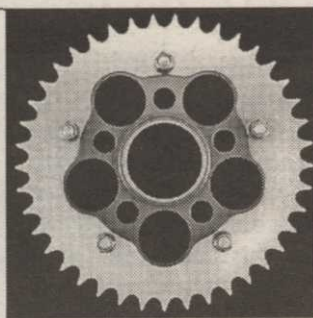
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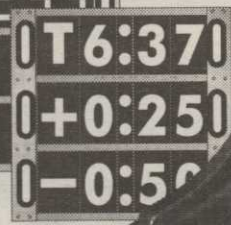
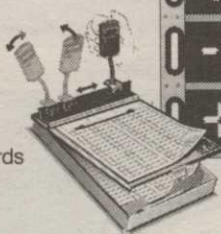
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Burnt Guzzi

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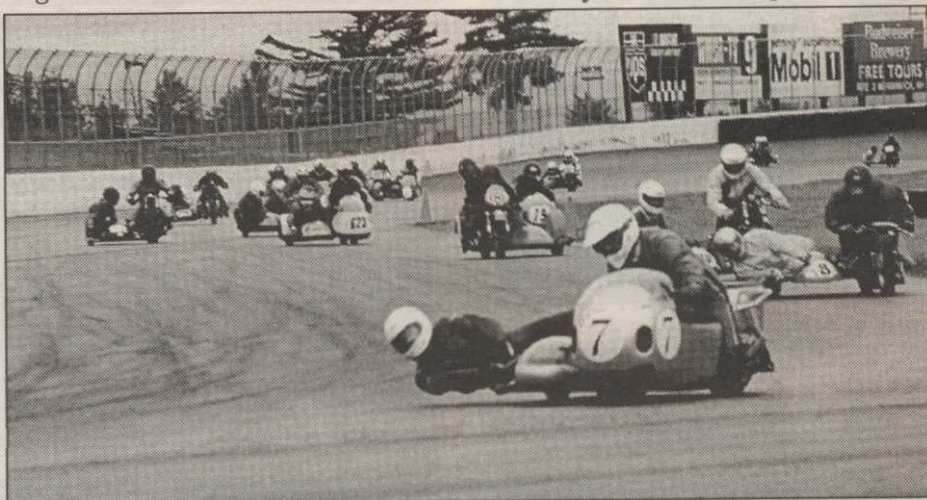
was on fire!

Instead of throwing dirt on the bike to try to put out the fire or even grabbing my tank bag and luggage off the bike, I calmly walked along the side of the road in order to be in a better position to wave and stop approaching cars. But this was a rural road so there were no cars to stop and I was able to enjoy the sound of the fire in undisturbed peace. From a safe distance I watched the flames rise, fueled by the thick coating of oil on the engine, pops and clangs emanating as the battery, gas tank and other sealed compartments exploded. Thank goodness I forgot my tent, I thought, since that meant it was still safe at home, unlike my sleeping bag, my clothes, my swimsuit, my passport, my wallet. As horrific as the image was, the sound of the burning was rather soothing. After a few minutes the wires to

The kind man did his best to distract me, then escorted me quickly through the emergency entrance of the Aberdeen Hospital of New Glasgow. Still wearing my black helmet with my one-piece black racing suit tucked neatly into my black boots, I think I startled a few of the other patients.

The helmet and suit were off in no time and the experts confirmed what I suspected: A broken collarbone. The pain wasn't all that bad and I had a good laugh with the nurses about the position I was now in: No money, no vehicle, and no pants. So while I waited for X-rays I sat back and enjoyed being the poster-boy for prudent motorcyclists everywhere. When the nurses told me that I could have died and how lucky I was, I told them that it was planning and foresight, not luck, that spared me the wire brush in the open wounds. Self-righteous again.

Constable John Fritz of the Royal Canadian Mounted Police (RCMP) came by with all that remained from my motorcycle. The license plate no longer



What the author had intended to do at Atlantic Motorsports Park—race sidecars, as seen here at Loudon a week earlier.

the horn fused together. Like a dying cow, Beelzebub was calling out, announcing its arrival on The Other Side. A family in a small car came around the bend and the driver poked his head out the window. "Looks like you have a bit of a problem," he cleverly observed. Over the noise of the horn I calmly asked him to phone for help. They drove off, the sound of the horn died, the flames grew to six feet, and the starter kicked in: Another demon leaving the machine. The thought of the bike now starting up and scooting away made me burst into laughter, which is when I noticed the pain in my shoulder. Soon a pickup truck came driving out from behind the smoke and flames. The driver, a man of about 60 years, got out and tried to make a phone call on his cellular phone. Three more vehicles including a large gravel truck arrived and came to safe stops and the men stood next to the wreck, all trying to call from the hollow. The man in the pickup walked over to me and asked if I wanted a ride to the hospital, which I gladly accepted. We got in his truck and tried to make pleasant conversation.

"So, where are you from?" he asked.

"Boston," I said.

"Is that right? What do you do there?"

"I make maps."

"Oh, is that right?"

had a flake of paint or sticker on it, the U.S. and Canadian bills had been reduced to charred corners, and then there were lumps of plastic fused with leather, the burnt remains of my driver's license, work ID, and AMA membership card. A friendly man who insisted I call him by his first name, John spared me the questions I was expecting about what happened and what my speed was. Instead he asked what my plans were and how could he help? He wrote down the name and number of the wrecker who now had my bike and said to call when I was ready to leave the hospital.

Once I'd shaken the pebbles out of my socks and been cleared to go, I put my smelly T-shirt and boots on again and checked the hospital bill: \$41 Canadian! The \$700 leather suit had more than paid for itself. Dr. Allen and her staff kindly "borrowed" a hospital coat and sling for me. I looked positively stunning as I stood in the waiting area with my knees showing between the tops of my dusty boots and the hem of my lime-green hospital coat. A volunteer, retired from the RCMP, helped me make phone calls to my insurance company, my bank, Western Union, and VISA. The bank and VISA were, by the way, completely unhelpful.

Soon John returned with a mischievous smile and a pair of grey wool

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trousers in a Salvation Army bag. I thanked him, put the pants on in the bathroom and—judging from the grins on John's and the volunteer's faces—came out looking very flash. As a tribute to John's generosity (the pants cost Canadian \$3.25) I vowed to wear the red pricetag on the outside of the pants. We got in his cruiser and headed for the highway where within minutes he'd radioed for a passing trucker to pull over and give me a ride to Truro, 40 miles west and halfway to my rendezvous point with my sidecar-racing friends, the Lansdowne Lodge.

Howard let me out of his Kenworth truck in the parking lot of Sobey's, a supermarket chain that has a Western Union desk in each of its stores. I made a point of memorizing this fact for future emergencies. I found a good spot for all my remaining possessions—my helmet and a yellow hospital-issued bag with my leathers and the charred remains of my luggage—and put to use the one valuable thing I had with me: My memorized calling card number. I called friends in Cambridge incessantly, finally reaching Pete Catherwood, who agreed to leave work right away and send me some money so I could at least get some pain killers and a room for the night. The downstairs neighbors with whom I'd left a key agreed to go and pack some clothes and my sandals for me. Mike Greenflatt picked up the clothes and brought them to Peter and Sue's place before they left the next morning to meet me at the lodge. Within five hours

I had bought some Percocet, ginger cookies, a mystery novel and a motorcycle magazine so I could start thinking about my next big purchase. I felt somehow entitled to a beer at the end of this unusual day, so after dinner I walked past gas stations, car dealers and fast-food joints to The Mill, a barn-like modern structure with a huge dance floor filled with locals dancing to the cajun country band on the high stage. I admired the style and energy of the dancers, none of whom were less than 50 years old, and I tried not to reflect on my long day.

In the morning I quickly and easily managed to get two short rides despite my ragged appearance and a 10-year hitchhiking hiatus. This put me only 15 or 20 miles west of Upper Stewiacke and the Lansdowne Lodge. A minivan pulled up and the driver helped me put my gear in. He told me his destination was only halfway to mine, but I decided that was okay with me once he told me he was a Baptist preacher and asked whether I'd ever contemplated what would happen to me when I died. Given what had transpired just 24 hours earlier, this would have been a sensible time to concede his point and renounce motorcycling and my sinful ways in general, but instead I mulled over more important questions while the minister rambled on. KTM Duke, another Guzzi, Morini... so many choices. He not only rambled on verbally but rambled right through his destination and onward to the lodge. I bit my

tongue, nodded frequently and hoped for the sign of the lodge. We found it, I jumped out quickly, said thanks and walked to my destination and the prospect of familiar faces and clean clothes from home.

I spent Thursday reading my novel and enjoying the friendliness and hospitality of the kind host, Brent Ferris, who brought me lunch leftovers once I'd bored him with my story. Towards dinnertime Mary McFadden and Dave Shepard arrived from Maine, followed by newlyweds Fitz and Helen Sargent and then Peter Catherwood and Sue Wunderlee. Each couple had a Vintage sidecar in tow. We spent Friday, Saturday and Sunday at the track near Shubenacadie. My disappointment at ruining the opportunity to finally debut in Sam Stoney's new sidecar rig was made a moot point when his engine blew up after only one practice lap.

The weekend was still lots of fun. I volunteered as a cornerworker, made many friends and saw some beautiful and not-so beautiful motorcycles being ridden aggressively as I'm sure He had intended. Dave and Mary took me under their wing, driving me between the lodge and the track and taking me back to New Glasgow to look at the remains of the bike. Peter and Sue had a very good race and received a big piece of wood.

Tim Courts, also nursing a broken left collarbone, and I exchanged tips on sleeping and keeping the pain down. By Saturday my sad story had gotten around. While working in one of the

turns as a turnworker, I overheard the other two fellas talking about the poor Yankee who'd had an accident. One said that he'd heard 10 different versions of the story and he believed the true story to be that I'd lost the bike while towing it behind my car. I waited until they'd finished before setting them straight.

What impressed me most about the weekend was the kindness and generosity of the organizers of the event. After taking a nap in the rather desolate infield I came back to the pits where everyone told me that the officials were looking for me. So I went to find Martin Singleton and Marly MacKinnon who, it turned out, merely wanted to make sure I had a place to stay and something to wear. I guess they hadn't yet been told that not only did I have a clean room in a lodge in the beautiful woods but that I was also sporting the classiest slacks ever seen in the dusty pits of the Atlantic Motorsports Park. With the red tag hanging out.

Michael Olmstead gave me ride back to Cambridge on Monday, paying my way on the ferry. I slept most of the way in a Percocet haze. We got across the border without having to show the mangled remains of my documents. I had less than \$2 in my pocket when I got home.

On the table next to the flowers the neighbors had bought me was a box. The oil hose for the Guzzi had arrived! **RW**

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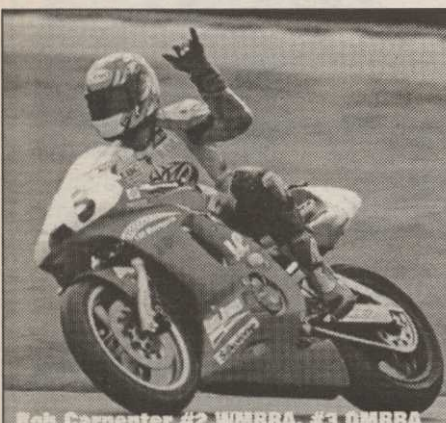


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continued from page 21

Product Research and Planning. Hiro Iwai has been named Director, Product Planning, and Bruce Stjernstrom has been named Director, Professional Racing with oversight of Kawasaki's road racing, motocross and Jet Ski racing programs. Paul Bailey has been named Director of the new Marketing Services Department; Tony Murr takes over Bailey's old job as West Region Sales Manager. Besides the organizational changes, Kawasaki's U.S. headquarters in Irvine, California will also be expanded by 115,000 square feet, with the expansion slated to be finished in December, 2001....Dan Lance has taken a job with Motion Pro and Braking USA, but will continue to work with the AMA in cornerworker training....Former Team World Sports mechanic Todd Bowman, who worked with Chris Ulrich in the 2000 AMA 250cc Grand Prix Series, is working full-time with Reine Persson at SwedeTech Racing Engines, developing engines for shifter karts as well as 125cc and 250cc two-stroke road racers....Eric Coolbaugh has been hired as an Account Supervisor by Rainmaker West advertising in Manhattan Beach, California. Coolbaugh most recently managed Toyota's motorsports advertising and promotions account at Saatchi & Saatchi LA; prior to that, Coolbaugh worked on the Suzuki motorcycle and ATV account at Colby Effler & Partners. Rainmaker West clients include Kawasaki and the Motorcycle Industry Council.

New teams and team signings: Rocky Mountain Thunder will campaign the AMA Pro Thunder Series with riders Dirk Piz and Wyeth Jackson on Ducati 748s, and will back Ty Piz in the AMA 250cc Grand Prix Series on a Yamaha TZ250. Brian Sharp has been named Crew Chief and Shane Noud is also on the crew....Edward "Ted" Cobb has signed for the 2001 season with Reptilian Racing and primary sponsor CTSinc.net...1998 AMA Pro Thunder Champion Paul Harrell will team with young gun Ryan Landers in the Formula USA Series with Brooks Gremmels' Shogun Motorsports. Tuners are Jim Cambora and Chuck Giacchetto.

New contingency programs: VP Racing Fuels has posted \$78,000 in contingency money for WSMC riders who purchase at least 10 gallons of MR1 or MR8 VP fuel from L&L Motorsports on the race weekend and who finish in first, fifth or 10th place. The program pays \$100 for first, \$50 for fifth and \$25 for 10th. Other restrictions apply....Aprilia USA, Inc. has posted a club-racing contingency program for the RS250 and will pay for top-three finishes in AFM 250cc Superbike, CCS Middleweight Sportsman, OMRA Middleweight Superbike and WSMC 550cc Superbike classes. The contingency has been posted for CCS races in six regions, including CCS/CMRA South Central, CCS Florida, CCS Midwest, CCS Mid-Atlantic, CCS/LRRS Northeast and CCS Southeast. All WSMC events include the contingency, as do six OMRA events and eight AFM events. The Aprilia contingency program pays \$200 for first, \$100 for second and \$75 for third. Aprilia USA is a subsidiary of Aprilia S.p.A., an Italian company which sells more than 300,000 motorcycles and scooters per year and employs over 1000 people. More information is available from Aprilia USA at (770) 592-2261, www.aprilia.com.

Rausch Creek Motorsports Park in Val-

ley View, Pennsylvania, has scheduled the \$20,000 Rausch Creek Superbike Challenge for September 23, 2001, with participation limited to riders who have competed in CCS and WERA club events at the track during the 2001 season. The \$20,000 Challenge will include six Superbike class races: Expert Unlimited, Expert Middleweight, Expert Lightweight, Amateur Heavyweight, Amateur Middleweight and Amateur Lightweight. (In WERA competition, Novice = Amateur.) The rider who earns the most points in eligible CCS and WERA classes throughout the year will be awarded the pole position and free entry to the equivalent Challenge race. Points from both CCS and WERA races will be counted. Other eligible riders will be invited to qualify for the Challenge races, and will have to pay a \$50 entry fee. The Expert Unlimited Superbike race at the \$20,000 Challenge will pay \$2000 to win with \$1000 for second, \$650 for third, \$400 for fourth, \$325 for fifth, \$175 for sixth, \$150 for seventh, \$125 for eighth, \$100 for ninth and \$75 for 10th. The Expert Middleweight Superbike and Expert Lightweight Superbike races at the \$20,000 Challenge will each pay \$1400 for first, \$700 for second, \$455 for third, \$280 for fourth, \$230 for fifth, \$120 for sixth, \$105 for seventh, \$90 for eighth, \$70 for ninth and \$50 for 10th. The Amateur Heavyweight Superbike race will pay \$1200 to win with \$600 for second, followed by payouts of \$390, \$240, \$195, \$105, \$90, \$75, \$60 and \$45 for 10th. The Amateur Middleweight Superbike and Amateur Lightweight Superbike races will each pay \$1000 to win and \$500 for second, followed by payouts of \$325, \$200, \$165, \$85, \$75, \$60, \$50 and \$40 for 10th. More information is available from Rausch Creek Motorsports Park, 978 Gap St., Valley View, PA 17983, (570) 682-4600, FAX (570) 682-9051, www.rauschcreekracing.com, e-mail rauschcreek@hotmail.com

Cosmopolitan Motors is sponsoring a one-make class at AHRMA road races for the Derbi GPR-75R, a 75cc kitted version of the Derbi GPR-50R. The GPR-75R has a two-stroke, liquid-cooled engine with 6-speed transmission and oil injection, and the bikes features disc brakes front and rear, a 51.7-inch wheelbase, 16-inch wheels, 35mm upside-down forks and an electric starter. Delivered anywhere in the continental U.S., the Derbi sells for \$2600 ready to go. Series rules limit changes to control cables, jetting and filters. More information is available from Cosmopolitan Motors at (800) 523-2522, FAX (215) 672-9103, www.cosmomtr.com, e-mail cosmomtr@aol.com or from AHRMA at (913) 268-4401, FAX (913) 268-4400, e-mail ahrma18@earthlink.net, www.ahrma.org.

A new Briggs & Stratton Motorplex for go-kart, Legends car and junior dragster use has been built inside the existing 4.0-mile road course at Road America, near the carousel. The new Motorplex includes a 1/5-mile paved oval, a 1/8-mile drag strip, and a short road course. The new road course does not run on any part of the existing road course or new drag strip, except for using the drag strip as a pit lane and access road. The new road course has eight different possible configurations. Other changes to the Road America infrastructure include a new gate added for the convenience of competitors, additional on-facility camping spaces, trees thinned out in spectator areas for better viewing, new grandstands, an expanded main paddock, and a new fiber-optic network installed around the track and in the media center to help with audio, video, and communications.

Crews are building a new entry gate at Sonoma, California's Sears Point Raceway to ease traffic congestion at the existing Gate 1 on State Highway 121. The new Gate 7 will be 80 feet wide with six traffic lanes and a new half-mile-long staging area off

Highway 121, allowing officials to move more vehicles off the highway during major events. A press release announcing the new gate quoted Sears Point Raceway President and General Manager Steve Page as saying "Relieving race-day traffic congestion is one of our fundamental goals. The addition of this new entrance will be a tremendous boon both to Sears Point fans and to folks who are simply traveling through the area on major event days." Gate 1 will still be used for credentialed personnel such as racers, crew members and media representatives.

A compromise agreement announced in January between Summit Point Raceway officials and local residents opposed to the Summit Point, West Virginia race-track's expansion plans has fallen through. The compromise over track operating hours and sound levels was reached in principle just before a public hearing on the track's proposed expansion was held January 17. But the two sides have been unable to finalize an agreement and all bets are now off. The track is seeking permission to build a new 2.0-mile road course in addition to the main course and the school/track-ride course now in operation. The track also wants to build on-site housing for participants in driver training programs for police and federal agency employees. Opponents have asked for a strict weekday and Saturday curfew, a ban on any racing activities Sunday morning before noon, and draconian sound level restrictions.

Motorcycle road racing is coming to Albuquerque, New Mexico this spring with events sanctioned by the Sandia Motorcycle Roadracing Association (SMRA) and run at Sandia Motorsports Park. The race-track, which opened in May, 2000, was built by local car racers and includes a 1.65-mile road course along with 0.4-mile and 1/4-mile paved ovals. The track is located west of Albuquerque at the top of Nine Mile Hill. The road course will see motorcycle road racing action starting April 28-29, with additional events scheduled for May 12-13, June 23-24, July 14-15 and August 12. According to a press release issued by the AMA on February 16, the SMRA is AMA sanctioned and additional information is available from SMRA President Juan Romero at jromero466@aol.com or from the SMRA website at www.smra-racing.org.

Former racer Carry Andrew is poised to return to AMA Pro Racing as a Crew Chief three years after he was banned by Director Of Competition Merrill Vanderslice for repeatedly failing post-race tech inspections with bikes ridden by Nicky Hayden, Jason Pridmore and Mark Miller. Andrew, who has maintained all along that he was unfairly singled out and that he didn't do anything that other winning AMA teams don't do, now says he just wants to be able to get on with his life and build and tune race-winning bikes. Andrew showed up at Willow Springs Sunday, February 18 with Team EBSCO Corona Suzuki's Vincent Haskovec and Tony "The Tiger" Meiring. In his pit area, Andrew said of his return to AMA racing, "I'm really looking forward to it."

Andrew is also promoting Hyper Club Track Days at Willow Springs Raceway, scheduled for the Monday following each WSMC event at the Rosamond, California racetrack. More information is available from Hyper Cycle at (818) 988-8860, FAX (818) 988-8834, e-mail hypercycle@1stconnect.com.

Fastrack Riders has moved its headquarters to Willow Springs Raceway and has named Danny DiNardo as General Manager. Fastrack Riders promotes track rides and schools prior to WSMC and CCS events on the Willow Springs and Streets Of Willow road courses.

Former 500cc World Champion Kevin Schwantz is the Chief Instructor at a new

Suzuki-sponsored riding school at Road Atlanta, with 13 dates scheduled for 200. If all goes according to plan, each class will consist of 20-25 students who will pay \$695 to ride school-supplied Suzuki SV650s, Katana 600s, and GSX-R600s depending upon their experience level. Full riding gear will be available to students on a rental basis. "This first year is going to be an experiment to see how it plays out," said Schwantz February 20. "Jeff Shepherd (Director of Sales and Marketing for Road Atlanta) approached Mel Harris with the idea during the GSX-R1000 press intro in December. Road Atlanta wants to do more stuff with motorcycles like charity events, team instructional days, etc. For me it just makes sense because Road Atlanta is only three hours from my house." For more information contact Road Atlanta 1-800-849-RACE or online at www.roadatlanta.com.

The 500cc Lap Times You need To Fully Enjoy The IRTA Grand Prix Team Test Story Appearing On Page 87:

1. Valentino Rossi, Honda NSR500 1:42.322
2. Max Biaggi, Yamaha YZR500 1:42.447
3. Carlos Checa, Yamaha YZR500 1:42.471
4. Loris Capirossi, Honda NSR500 1:42.518
5. Alex Barros, Honda NSR500 1:42.884
6. Shinya Nakano, Yamaha YZR500 1:43.030
7. Jurgen v.d. Goorbergh, Proton KR3 1:43.120
8. Gary McCoy, Yamaha YZR500 1:43.155
9. Noriyuki Haga, Yamaha YZR500 1:43.253
10. Tohru Ukawa, Honda NSR500 1:43.459
11. Kenny Roberts, Suzuki RGV500 1:43.473
12. Alex Criville, Honda NSR500 1:44.067
13. Norick Abe, Yamaha YZR500 1:44.120
14. Chris Walker, Honda NSR500 1:44.894
15. Jose Luis Cardoso, Yamaha YZR500 1:45.007
16. Leon Haslam, Honda NSR500V 1:45.277
17. Haru Aoki, Honda NSR500V 1:45.326

This just in: Ben Bostrom topped the time charts after two days of World Superbike team testing at Valencia, February 18-19. Riding his works Ducati 996R on Dunlop tires, Bostrom turned a fastest lap at 1:36.438. Second-fastest was Aprilia's Troy Corser at 1:36.449, followed by Honda's Tadayuki Okada at 1:36.478, Ducati's Troy Bayliss at 1:36.657, Aprilia's Antonio Antonello at 1:36.828, Honda's Colin Edwards at 1:36.859, Ducati's Neil Hodgson at 1:37.471, Kawasaki's Gregorio Lavilla at 1:37.634, Ducati's Ruben Xaus at 1:37.677 and Suzuki's Pierfrancesco Chili at 1:37.770.

Vesrah Racing's Glenn Szarek and long-time girlfriend Cheryl Earley are engaged. Two-time WERA National Endurance Champion Szarek proposed at midnight on New Years Eve, but the couple have not set a wedding date or made specific wedding plans.

WERA racer and official Wrenn Smith and Melissa Mull are engaged to be married April 14 in Hickory, North Carolina.

Naomi Moriwaki, middle daughter of famed Japanese chassis builder and tuner Mamoru Moriwaki, is engaged to marry HRC's Tomoharu Kawano on May 5, in Japan.

WERA racer Jeff "Jeffro" Rozycki and wife Jennifer had a daughter, Zoe Anna Rozycki, February 2 in Birmingham, Alabama.

Corrections: Racer Jason Peters omitted sponsor Helimot from his sponsor listing in the Young Guns feature, which appeared in the March issue of *Roadracing World*....The photo of Nathan Hester in the same feature should have been credited to Christie "Photo Girl" Wood....The muffler on the Aprilia RSV Mille is made of stainless steel, not aluminum as was stated in error in the Aprilia press launch feature in the March issue....The Road Racers video included in the New Products section of the February issue features a behind-the-scene look at late-1970s Irish motorcycle racing, not the 2000 Irish motorcycle racing season. **RW**

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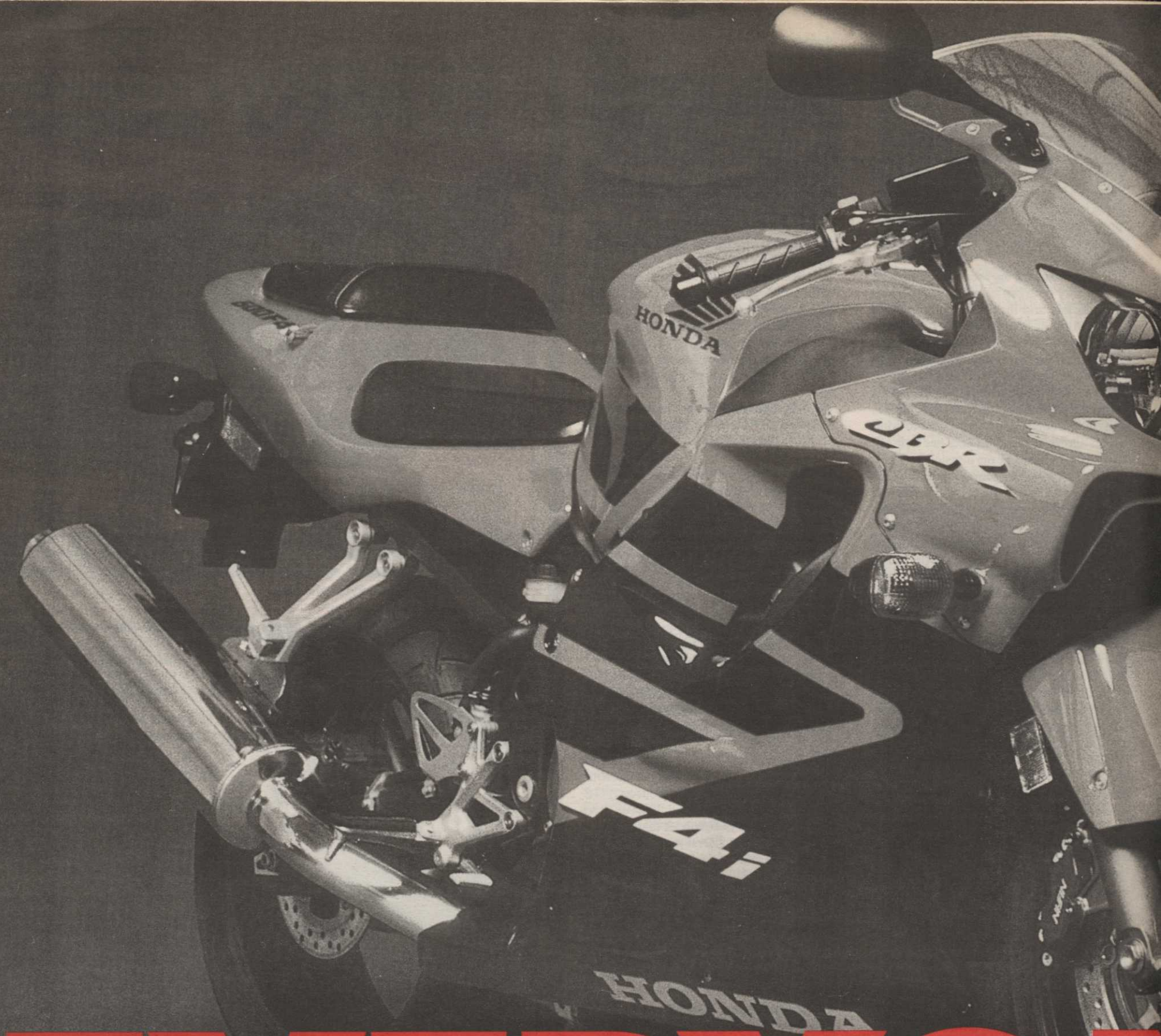
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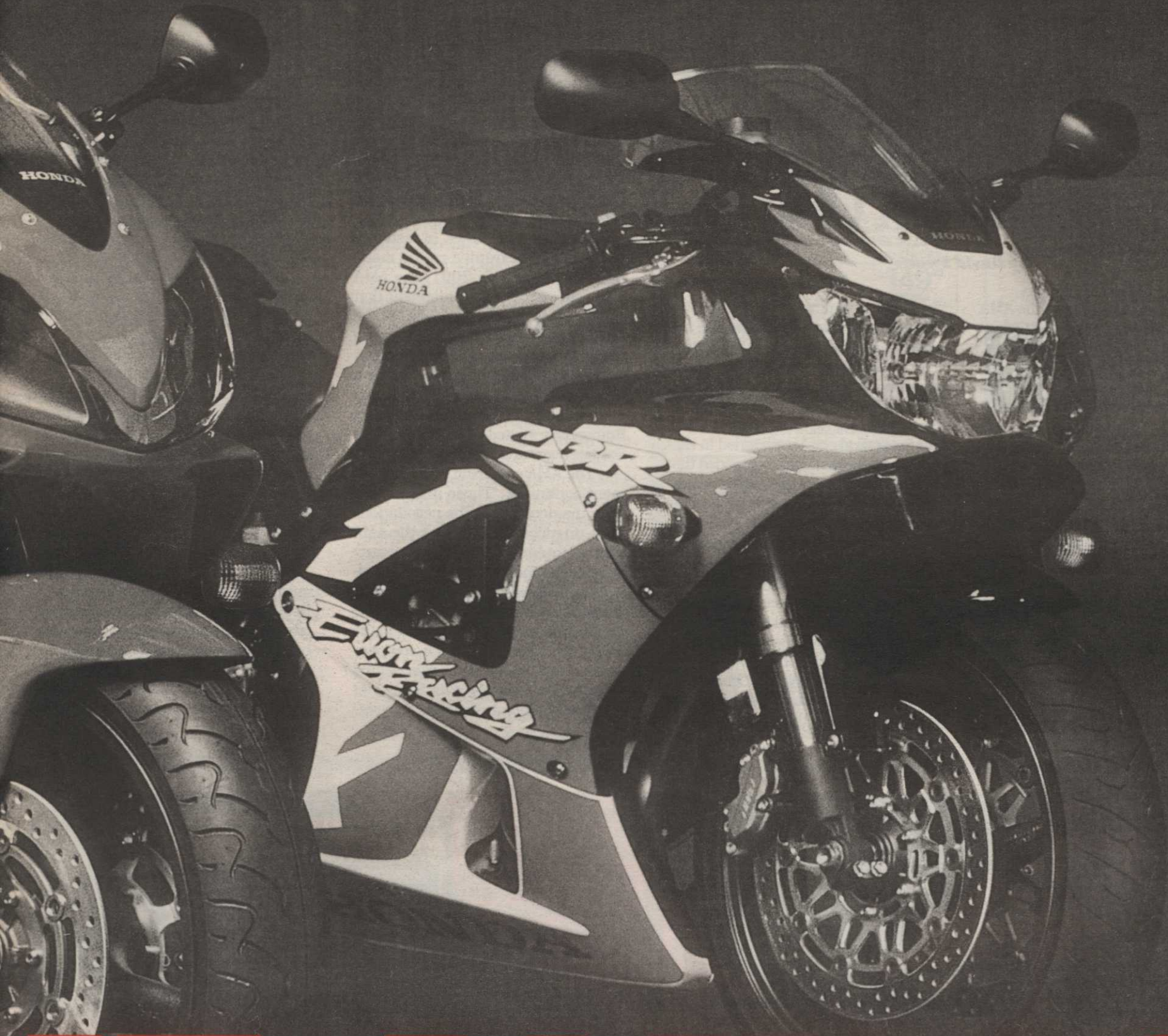


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 **HONDA**

With The AMA, The Spin Goes On Regarding Edmondson Case

By David Swarts

For the last seven years, the AMA has acted in a less-than-truthful manner with Roger Edmondson, the AMA membership, the media, and who knows how many others. Even now, after the Fourth Circuit Court of Appeals has rendered its verdict in the AMA versus Roger Edmondson matter, the AMA issued a press release that is not completely accurate. In the release, AMA Chairman of the Board of Trustees, Rick Gray, admitted that the AMA made mistakes, but that admission falls seriously short of the apology that the largest motorcycling organization in the world owes its 270,000 members.

Following the original trial, the AMA issued a February 2, 1999 statement that read, in part, "In late December (1998) a court decision was rendered against the American Motorcyclist Association in a suit filed two years ago

by road-race promoter and former AMA contractor Roger Edmondson. The suit arose from the non-renewal in 1994 of contracts under which Edmondson functioned as Road Racing Manager for the AMA National Championship Superbike series, and as administrator for several classes included in that series. Mr. Edmondson contended that he partially owned the AMA's professional road-racing program by virtue of these agreements."

In this misleading statement, the AMA tried to portray Edmondson as a disgruntled former employee when he was actually a partner in a joint venture with the AMA. In addition, Edmondson had already relinquished his claim on the classes that he clearly developed. As the Fourth Circuit Court wrote, "At trial, Edmondson testified that he was not claiming that the AMA could

not run the 600 or 750 Supersport class without his permission." This was in spite of the fact that former AMA President Ed Youngblood wrote a memorandum (known in the original trial as Exhibit 102) to the AMA Board of Directors saying Edmondson had "brought the 600 Supersport, 750 Supersport, Harley-Davidson Twin Sports and Endurance classes that he developed with the CCS" to the joint venture.

Now, two years later, in response to the Fourth Circuit's ruling made public February 2, 2001, the AMA released a February 5 statement that continued to deceive, and said "At the time of his departure from those positions, the AMA entered into negotiations with Edmondson and made a financial offer to terminate the relationship." In reality, the AMA and Edmondson started negotiations to end the joint venture in October of 1993.

The AMA's February 2001 document continued, "Those negotiations were unsuccessful". The negotiations were unsuccessful because the AMA had no intention of them being successful. The Fourth Circuit Court's decision said, "Somewhere along the way, the AMA decided it wanted to assume control of Edmondson's interest in the 1994 joint venture without compensating him. Thus, the negotiations between Edmondson and the AMA never reached the point of a signed agree-

ment. In late 1993, Tom Mueller, a vice president of the AMA, directed Roy Janson, the then head of the AMA's racing department, to prepare a memorandum regarding how the AMA could effect a secret takeover of Edmondson's interest in the 1994 joint venture. Janson had completed and submitted the requested memorandum by the end of December 1993. In early April 1994, the AMA implemented the secret takeover plan outlined in Janson's memorandum with a few revisions."

The AMA's February 2001 statement continued, "(a)nd Edmondson ultimately formed the North American Sport Bike series, signing contracts with several racetracks that had previously hosted AMA road races. Subsequently, most of those racetracks terminated those contracts and returned to the AMA schedule." The key here is how the AMA uses the word "subsequently." The original jury, a Federal District Court Judge, and the Fourth Circuit panel of three appellate court judges all found the same to be true. As the Appeals Court decision stated, "After Edmondson had secured commitments from these three (Mid-Ohio, Road America, and Brainerd) track owners and several lesser tracks to run his new series, Paradama's Chairman of the Board, Cary Agajanian, directly contacted the marketing manager for the Mid-Ohio Race Track, John



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Szymanski, and threatened to cancel other important contracts between the Defendants and the track if the track honored its commitment to Edmondson. The Mid-Ohio Track canceled its contract with Edmondson in response to the threat. The Mid-Ohio Track's cancellation in turn caused cancellations by the Road America Race Track and Brainerd Race Track. As a result of these events, Edmondson's new business never got off the ground. He subsequently took a salaried position with the amateur racing company he had sold to his daughter, but ultimately had to file a petition for bankruptcy protection under Chapter 11 of the United States Bankruptcy Code."

The AMA's February release continued, "Edmondson then sued the AMA, alleging that the Association had interfered with his racing program." But that is no longer an allegation. It has been ruled on and is now fact, according to the Fourth Circuit Court, which said "This evidence is sufficient to sustain the jury's verdict in favor of Edmondson on his tortious interference with contract claims."

The AMA's February 2001 statement read, "We felt, and several internal and external legal advisors agreed, that the facts of this case did not justify the damages assessed in the lower court, so we proceeded with the appeal," said Rick Gray, chairman of the AMA Board of Trustees. "We are pleased that the Court of Appeals listened to our arguments and substantially reduced the damages in this case." Here, we have to give the AMA and its lawyers credit. They were able to have some of the District Court's judgments reversed and the damages reduced by \$3.16 million...temporarily. And no matter what the final outcome of the retrial, the AMA will have spent nearly \$2 million just for its own legal fees when the whole case could have been settled in bankruptcy court for about \$50,000 at one point. But the AMA's "several internal and external legal advisors agreed" to pursue further litigation.

The AMA's version of reality, as expressed in the February release, further stated "In 1990, the AMA entered into a joint venture agreement with Edmondson that bound us together contractually," Gray noted. "By 1993, we realized that we had irreconcilable differences regarding the future of the AMA's road-racing program, and we sought to find an amicable end to that joint venture agreement."

The only irreconcilable differences noted in trial testimony were that the AMA men said that they were getting a lot of complaints about Edmondson's management style and his flaunting a lavish lifestyle with Rolex watches and expensive motorhomes. Does this mean that nobody complains about the way AMA Pro Racing is being run now that Edmondson is gone? Judging from the record of evidence and testimony presented at trial, the real problem appears to have been that the AMA wanted all of the profits.

"Mr. Edmondson declined good-faith settlement offers from the AMA during 1994 and launched a rival Superbike series in 1995. Unable to attract leading Superbike teams to participate in his series, Edmondson filed suit, claiming that the AMA had stolen his

property and interfered in his business relationship with road-racing facilities. The AMA strongly disputes all allegations made by Mr. Edmondson and had no alternative but to mount a vigorous defense." These were the AMA's words in February 1999 following the original trial verdict. Now we can see that the AMA did have an alternative. The jury knew that the AMA was wrong, the District Court judge knew that the AMA was wrong, the Fourth Circuit Court's judges knew that the AMA was wrong, so surely the AMA men had to have known that they were wrong. The AMA could have prevented this all from happening by simply paying Edmondson for his interest in the Joint Venture. Instead, the AMA chose to change the lock on the door of the professional motorcycle racing business and not give Edmondson a key.

"The AMA never set out to take anything from Mr. Edmondson without compensation," AMA Board of Trustees Chairman Rick Gray said in the AMA's February 2001 statement. "Indeed, Mr. Edmondson was repeatedly offered a fair value for his consulting services after the end of his business relationship with the AMA, a value that far exceeded the amount of damages affirmed by the appeals court. However, the AMA could not reach agreement with Mr. Edmondson and, when he repeatedly refused those offers, the AMA had to go forward and continue to run its racing series as it had for the previous 70 years."

Once again we point to the Fourth Circuit Court's words, which contradict what the latest AMA release said: "Somewhere along the way, the AMA decided it wanted to assume control of Edmondson's interest in the 1994 joint venture without compensating him. Thus, the negotiations between Edmondson and the AMA never reached the point of a signed agreement. In late 1993, Tom Mueller, a vice president of the AMA, directed Roy Janson, the then head of the AMA's racing department, to prepare a memorandum (Exhibit 223) regarding how the AMA could effect a secret takeover of Edmondson's interest in the 1994 joint venture. Janson had completed and submitted the requested memorandum by the end of December 1993. In early April 1994, the AMA implemented the secret takeover plan outlined in Janson's memorandum with a few revisions." And according to trial testimony, one AMA Trustee, Ray Blank, told Edmondson at the time, "We can take this from you and there's nothing that you can do about it."

The Fourth Circuit decision continued, "As part of that plan, the AMA notified Edmondson on April 16, 1994 that it was exercising its right to terminate the 1994 JVA. However, the AMA, through one of its board of directors, still led Edmondson to believe that it intended to strike a deal with him to purchase his interest in the joint venture. Meanwhile, the AMA sought surreptitiously to download from Edmondson's race computer the software necessary for registering entrants." AMA Board of Trustees member Carl Reynolds, according to sworn testimony, told Edmondson at Mid-Ohio in 1994 that "we've always had a deal."

continued on page 40

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AMA Spin

continued from page 39

Deep within the AMA's February 2001 statement, the AMA does actually admit—for the first time—that the Association and its officials did something wrong, saying, "The ruling by the appeals court says that after the negotiations failed, the AMA moved to appropriate the property that was part of the joint venture. It specifically says that the AMA took control of a mailing list owned by Edmondson and interfered with contracts he signed with three racetracks. The total value of those assets is placed at \$80,000, and the court has, pursuant to North Carolina law, ordered the AMA to pay Edmondson triple that value as compensation, for a total of \$240,000."

Concerning the Mailing List, the Fourth Circuit Judges wrote, "The jury was certainly entitled to infer that the AMA did not already possess the contents of the list from the fact that the AMA's Director of Operations requested the list from Edmondson in July 1994."

Why is there mention of tripling and trebling? Because under Chapter 75 of North Carolina law there is a provision to punish a defendant if they are found to have used unfair or deceptive business practices. The Fourth Circuit said, "Based upon the jury's findings of fact, the court must determine as a matter of law whether a defendant's conduct violates S 75-1.1. See McDonald, 370 S.E.2d at 684. An act or practice is 'unfair' within the meaning of S 75-1.1 'when it offends established public policy as well as when the practice is immoral, unethical, oppressive, unscrupulous, or substantially injurious to consumers.' Marshall v. Miller, 276 S.E. 2d397, 403 (N.C. 1981). An act or practice is 'deceptive' within the meaning of S 75-1.1 when it has 'the capacity or tendency to deceive.' Boyd v. Drum, 501 S.E.2d 91, 96 (N.C. Ct. App. 1998)(internal quotation marks omitted), aff'd, 511 S.E.2d 304 (N.C. 1999).

"We hold, however, that the balance of the jury's findings, including its finding that the Defendants converted the Mailing List, support a finding of liability for violations of S 75-1.1. Specifically, the Defendants' misrepresentations regarding their continued interest in purchasing Edmondson's business while at the same time secretly making and executing plans to take over his business constitutes an unfair and deceptive practice in or affecting commerce."

Now read what the Fourth Circuit Court of Appeals, a court one step below the United States Supreme Court, said about the AMA's actions in general: "The conduct was certainly unethical and had the capacity and tendency to deceive. Indeed, based upon the Defendants' misrepresentations, Edmondson personally met with his sponsors, promoters, and the track owners with whom he did business in order to effectuate a smooth transition of the ownership of his business to the Defendants. Additionally, Edmondson worked with personnel

of the Defendants to instruct them on the use of software and operational procedures of his business. The Defendants' misrepresentations preceded and went hand in hand with their assertion of control over the interest Edmondson held in the 1994 joint venture and/or excluding him from his business. The record shows that such interest primarily included the good will of his business, efficient operational procedures, and the Mailing List. Such conduct also constituted an unfair trade practice or method of competition in that it was oppressive, unethical, and clearly intended by the Defendants to take something for nothing."

Later in the published ruling, the Fourth Circuit wrote, "Finally, the Defendants' conduct in interfering with Edmondson's contractual rights and prospective contractual rights when he was attempting to carry on his new business constitutes unfair competitive practice in or affecting commerce within the purview of S 75-1.1. Indeed, the Defendants' pernicious threats to cancel business with track owners if they honored commitments to Edmondson effectively and unfairly doomed his attempt to start over in the business of running professional and semi-professional motorcycle races."

The latest AMA statement said "Still at issue is the value of Edmondson's share of other tangible assets of the joint venture agreement, including such items as computer and racing equipment." The AMA statement failed to mention that the value of intangible assets are also still at issue. That is, intangible assets like a stream of income (between \$790,000 to \$1.1 million annually to Edmondson during the Joint Venture) and the value of "good will". It is entirely possible that the AMA could be ordered to pay even more damages than the original jury awarded, and the AMA could be charged to pay the new total of Edmondson's legal fees and expenses.

The AMA continued to spin the situation in the February, 2001 release, saying, "The appeals court ruled that the lower-court judge had made a serious error in the way he instructed the jury to tabulate that value. That part of the lawsuit was responsible for \$2.25 million of the \$2.8 million total award." But, in fact, the Fourth Circuit did not use the subjective word "serious".

"The appeals court also completely rejected the lower court's finding that the AMA owed Edmondson a portion of television revenues," stated the AMA release in February of this year. The appeals court did vacate the judgment against the AMA regarding the television revenue saying, "With respect to Edmondson's constructive fraud claim, the jury found that the AMA had a fiduciary duty to Edmondson from 1990 through 1994, that it breached that duty, and that the AMA did not act openly, fairly, and honestly with Edmondson. The jury found \$100,000 in damages with respect to this claim. Edmondson based his constructive fraud claim on the AMA's actions in secretly withholding from him or unilaterally foregoing joint venture revenue from television coverage. According to

Edmondson, he was due the money under the terms of the 1992 and 1993 JVs.

"This time, we agree with the AMA that Broussard (Broussard v. Meineke Discount Muffler Shops, Inc., 155 F.3d 331 (4th Cir. 1998)) bars the claim. Edmondson's claim is essentially one for breach of contract. He is alleging that the AMA failed to carry out promises that it made to him as part of the 1992 and 1993 JVs. Broussard teaches that even if a breach of contract is intentional, it does no more than state a standard breach of contract claim. See 155 F.3d at 347. Based on Broussard, we vacate the judgment in favor of Edmondson with respect to his constructive fraud claim and remand the case to the district court with instructions to enter judgment in favor of the AMA with respect to that claim."

The Fourth Circuit's 26-page ruling also said, "(W)e are troubled by the \$750,000 the district court presumed the jury found as damages flowing from the Defendants' '[a]ssert[ion] of control over [Edmondson's] interest in the 1994 joint venture and/or exclu[sion of] him from the business.' (J.A. 1723). The jury never actually made a damages finding with respect to this conduct. The closest it came to such a finding was the finding it made as a result of the district court's flawed instructions regarding Edmondson's common law claim for conversion of the business assets that he brought to the 1994 joint venture. In light of the flawed instructions and the large sum of money at stake, we are not comfortable allowing the statutory trebling of the \$750,000 to stand. Accordingly, we vacate this portion of the judgment in favor of Edmondson and remand for a new trial on damages in order for the jury to make a specific finding regarding the damages flowing from Defendants' '[a]ssert[ion] of control over [Edmondson's] interest in the 1994 joint venture and/or exclu[sion of] him from the business.' (J.A. 1723). Of course, such damages may include, subject to proof, those damages flowing from Edmondson's loss of intangible business assets such as business expectancies and goodwill. This leaves the remaining balance of the judgment at \$240,000, which we are comfortable is amply supported by the evidence, and of which the jury made specific findings. Accordingly, we affirm this portion of the judgment in favor of Edmondson."

Edmondson will enter the retrial with a significant advantage. The proceedings will be solely to determine the value of the tangible and intangible assets of Edmondson's lost business including cash flow, good will, and punitive damages. At the time of the original trial, Edmondson's legal team had to estimate and project cash flow that the Joint Venture would generate. At the re-trial, Edmondson's lawyers can use the exact revenue numbers generated by AMA Pro Racing from 1995 through 2000 to determine the value. And since CCS was recently purchased by the SFX Motorsports Group, there is now an established method on record of how to determine the value of a motorcycle road racing business and the actual sale price. It is very possible that the

amount of damages could go up, and remember, the amount of damages have been gaining interest for quite some time now. The Fourth Circuit vacated the award of attorney's fees and expenses in favor of Edmondson because when the re-trial is over, that figure will have gone up. Since the Fourth Circuit affirmed that the AMA violated North Carolina's Chapter 75 "Unfair and Deceptive Trade Practices" act, Edmondson is going to get his attorney's fees. The decision was remanded to the lower court so that the amount of fees can be re-tabulated to include the expenses of the re-trial.

The Fourth Circuit Court put it like this, "The district court awarded Edmondson \$390,965 in attorneys' fees and \$40,707.81 for disbursements based upon its findings that the Defendants willfully engaged in several unfair and deceptive practices in or affecting commerce and made an unwarranted refusal to fully resolve the matters constituting the bases of Edmondson's S 75-1.1 claim."

The appeals court's ruling continued, "Additionally, given our partial disturbance of the district court's judgment with respect to Edmondson's S 75-1.1 claim, we vacate the district court's attorneys' fees/disbursements award in favor of Edmondson, which it made pursuant North Carolina General Statutes S 75-16.1. We direct the district court to reconsider Edmondson's motion for attorneys' fees and disbursements pursuant to S 75-16.1 following the conclusion of all proceedings on remand and express no opinion on the merits of the motion. We have reviewed all other assignments of error urged by the Defendants and find them to be without merit."

The latest AMA statement continued, " 'Hopefully, this decision moves us much closer to the conclusion of a case that is based on business dealings which took place many years ago,' Gray said. 'It is apparent that errors were made by the trustees and staff in the way agreements were structured with Roger Edmondson, in the attempts to negotiate with him and during the litigation. Those actions were misconstrued and played a role in the lower court's original verdict.'"

Apparently, in the AMA version of reality, "those actions were misconstrued" unanimously by eight jurors who knew nothing of the case but what was presented in court over eight days and made their decision within two hours, and "those actions were misconstrued" by four Federal judges.

The bottom line on all this is that the AMA has taken a less-than-truthful stance in this entire sorry affair, starting with its original dealings with Edmondson, to the way it did not inform its members, to its inaccurate press releases. Nothing has changed.

The AMA's stated mission is "To pursue, promote, and protect the interests of motorcyclists." That statement should also include, "and to use spin control when things go wrong."

Coverage of the AMA versus Roger Edmondson case has appeared in the following issues of *Roadracing World*: February, 1999; March, 1999; April, 1999; January, 2000; March, 2000; April, 2000; December, 2000. **RW**

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FIRST PERSON / OPINION:

gp. mutterings

By Mat Oxley

So King Carl Fogarty's out of here, gone the same way as Mick Doohan, Kevin Schwantz and Wayne Rainey, the last decade's four greatest racers, all forced into early retirement by their broken bodies. It's a sobering thought and a haunting rebuke to anyone who reckons these guys are over-paid, posing jockeys. Okay, so they do earn too much and

luck. So where can they find these guys? British Superbike is the obvious source. It's a strong series that gets global respect, crucial if its front-runners are to be judged worthy of world-class rides. But it's worth noting that it wasn't always so. British racing was shit from the early 1980s to the late 1990s: the organization was shit, the teams were shit, so the riders ended up shit, with a few exceptions. Now it's red-hot racing and the factory bosses take note.

But I reckon there's another rich vein of British talent that has been totally overlooked, which could provide a whole generation of riders able to beat up the world, in GPs or Superbikes. It's bike racing's tab-smokin', flat-hat-wearing dirty old uncle—speedway!

Don't laugh. Aussie 500cc Grand Prix winner Garry McCoy learned his



Speedway World Champion Mark Loram, sideways on his racebike. According to Grand Prix correspondent Oxley, this could translate directly to 500cc road racing.

Photo by Mike Patrick.

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pose around, but they've all paid a big price for being too damned fast.

But this isn't my point. With Foggy gone, Britain is without a World Champion. And though there's every reason to suspect that Neil Hodgson or Chris Walker might conquer the world one day, Britain still lags behind other countries in producing a steady flow of world-class talent. And you need plenty of young, punky riders capable of making it, because some get hurt along the way, while others have their talent wasted through lack of sponsorship or ill



Mark Loram is Speedway World Champion, and says of 500cc Grand Prix racing, "I'd love to make the switch. But who would I rock up to ask for a test ride?" Photo by Mike Patrick.

craft racing speedway, and only switched because mate Mat Mladin was making more cash on the hard stuff. Next time you see the goofy little wonder giving it his guts, getting his YZR500 burning rubber into and out of the corners, you'll note he keeps it loose, just like a speedway bike. As he says "It'd be pretty difficult to do what I do without speedway, it's a good background."

Speedway, of course, is like American (and Australian) dirt track, the sports that turned Kenny Roberts, Eddie Lawson, Mick Doohan, Wayne Rainey & Company into 500cc gods. The essence of both sports is the same—controlling steering and rear-end traction through throttle control on a dirt surface. Americans and Aussies ruled 500s because horsepower used to exceed chassis and tire performance, so riding half out of control was the only way forward. And that style came naturally to any dirt tracker.

Eventually 500cc riding came back to the Europeans because chassis and tire technology improved. Men like Valentino Rossi, Alex Crivillé and Max Biaggi can ride 500s, wheels in line, like they raced 125s and 250s. Then along comes McCoy, sliding and spinning his YZR500 and disappearing into the distance.

Three-time 500cc World Champion Rainey is convinced that GPs are destined to go sideways again. He believes 500s are born to have their ass-ends kickin' out. "That's how they're happiest," he says. "They're okay until the tires go off halfway through a race, then you gotta ride them sideways."

If he's right, Britain need some new riders capable of opposite-locking it to GP glory, especially since the new wave of ultra-powerful four-stroke GP bikes, with super linear power delivery and extra weight, should be real sideways monsters. And guess what? Britain has got some shit-hot speedway riders, like recently crowned Speedway World Champion Mark Loram.

In the light of McCoy's success, it's weird that no road race teams have been sniffing around Loram and his peers. And vice versa. A top 500cc GP rider can earn a couple of million a year, for 16 races, while Loram reckons a good speedway rider earns between \$50,000 and \$60,000 dollars for riding 500-600 races. That's slave labor!

"I'd love to make the switch," says Loram, unsurprisingly. "But who would I rock up to and ask for a test ride?" Jeez, mate, you're Speedway World Champion. "Yeah, I suppose it's worth a go. You can see that McCoy's not worried when the thing steps out, while a lot of the other guys switch off the throttle, which is the worst thing you can do. I guess a lot of speedway talent goes unspotted because riders don't know the right people."

Too right. If I were a British road race team boss I'd be spending my evenings at speedway meets, looking for someone with genius throttle control. I'd be there for the laugh, too. Speedway is serious realness, largely unaffected by corporate overkill (though that's sure to change now it's getting regular airtime on big sports channel Sky). When Loram climbs the podium he's not covered in global corporate logos, he wears a cap publicizing his sponsors, Banham Poultry. Cool. And the racers are old-school hard men. The night Loram won the world title, some hotshot was eliminated after failing three alcohol tests, taken shortly before racing was due to start. Keepin' it real!

FIRST PERSON/ OPINION:

THE EDMONDSON VS.
AMA APPEAL

What The Outcome Means For The Litigants And The Members Of The AMA

By Joe Facer
With commentary by A. Barrister

Depending on when and where you read it, who was the source, and where it was published, the outcome of the AMA's appeal of the Edmondson v. The AMA trial verdict was either the Mother Of All Victories for the AMA, or it created an opportunity for Roger Edmondson to take another crack at the AMA, this time for some really big bucks. Both versions can't be true. Is either of them true?

The decision in its entirety is available online at:

<http://pacer.ca4.uscourts.gov/cgi-bin/getopn.pl?OPINION=991299.U>

It seems that each side of the dispute is finding what they want to find in the ruling. Either that, or someone doesn't understand what has occurred or is to trying to hide it. When you consider that somewhere between \$200,000 and \$5,000,000 of the AMA's money is at risk, that is a very unsatisfactory situation. So in the name of those AMA members who want to know exactly what has and what will happen to their money, let's eschew the sound bite, the spin, and the two-sentence summary. Let's make available to the public and the AMA's members an accurate and thorough analysis of the outcome of the AMA's appeal, the latest chapter in the Edmondson v. AMA saga. Here is what the rulings handed down by the United States Court Of Appeals for the Fourth Circuit on Edmondson v. AMA mean.

Prior to beginning the analysis, we do have some housekeeping to take care of, discussing two legal concepts as they apply to this case. Prior to the original Edmondson v. AMA trial, two competing versions of reality existed: The AMA's version of an AMA/Edmondson employer/employee dispute, and the Edmondson version of an illegal conversion of the Edmondson/AMA joint venture. The two versions have been resolved by the final outcome of the trial and confirmed by the recent appeals court ruling. The relationship has been established beyond argument as a joint venture. After a new trial on one narrow damages issue, a very substantial judgment will be rendered and enforced in favor of Roger Edmondson. Protestations and press releases aside, the AMA could not prevail in front of a jury or an appeals court and must accept the consequences of its actions. Roger Edmondson likewise must accept those rulings favorable to the AMA regarding his illegal conversion claim against the AMA, which A. Barrister talks about further below. Those are the terms of the rule of law that our society lives by. Still, all of the penitentiaries in the USA are full of innocent men, and the inmates will be all too happy to tell you that this is so. The AMA may continue to promulgate its original story of innocence in press releases and American Motor-

continued on page 44

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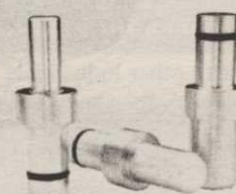
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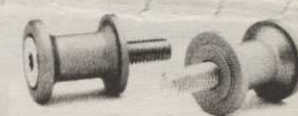


Quad Wheel Rear Race Stands



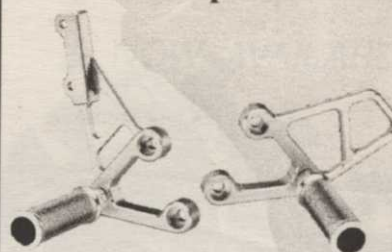
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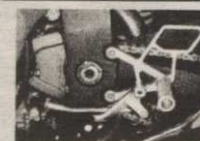


Hard Anodized Al. swingarm spools

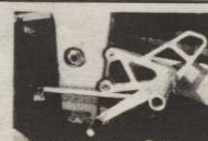
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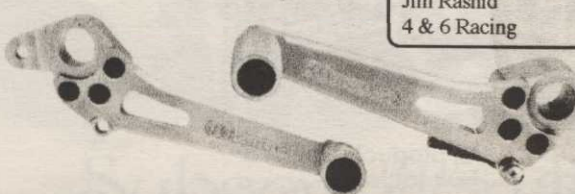
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FZR 400/600
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cyclist, but free speech issues aside, bars on the windows and a \$4,000,000-sized smoking crater in the AMA's treasury are powerful evidence that all is not necessarily what it is claimed to be.

A second issue that needs to be tidied up is a question relating to the counts of constructive fraud that were decided against the AMA in the first trial. In the first trial, it was found that Edmondson and the AMA were participants in a joint venture, and that while in that joint venture, the AMA had collected \$110,000 of income belonging to the joint venture and pocketed the money rather than distributing it between the joint venturers. If an individual did that, it would be grand theft. If a bookkeeper did that, it would be embezzlement. If the Mob did that in a casino, it would be "skimming". Grand theft, embezzlement, and skimming are all criminal acts. Why is it not a criminal act and prosecuted in criminal court as such if the AMA does it?

It is because in the course of doing business, individuals and entities enter into contracts with other individuals and entities. By doing so, they voluntarily tie themselves into a relationship where they have obligations to other parties and the other parties have reciprocal obligations to them. It is accepted that as part of that relationship, all parties take responsibility for obligations both owed and due. Thus, the law grants that business relationships are a special situation in that certain matters occurring between partners are

treated as contract disputes, whereas if the same matters were to occur between individuals in non-business relationships, the matters would be under the jurisdiction of the criminal courts. The law assumes that fraud or conversion perpetrated between individuals in a business relationship is of a different order than theft committed upon strangers, acquaintances, or family members. Also assumed is that resolving these matters as civil matters and making financial redress the primary goal addresses the needs of the wronged most directly and satisfactorily. In doing so, this also unburdens the criminal courts of a very substantial amount of litigation. Finally, pursuing an instance of illegal conversion with a criminal complaint can be a time-consuming, expensive, and difficult distraction to efforts to recover the stolen property. That is why illegal conversion with a gun between strangers can result in a prison sentence, while illegal conversion with a pen between partners can result in the offending party paying damages.

On to the ruling by the Court of Appeals and a commentary by my colleague A. Barrister, an attorney who has practiced commercial litigation on a national and international basis for 10 years. He is Ivy-League educated and is a partner at one of the premier law firms in the U.S. He specializes in disputes between co-owners of large businesses—shareholders, partners, and joint venturers. At his level of legal and business practice, questions about qualifications versus budget concerns are not tolerated, given that the sums at issue in his cases are rarely less than \$100 million, and often more than \$1 billion. I am satisfied that he is qualified to provide the fol-

lowing analysis.

His analysis is done under the name of A. Barrister, a pseudonym. My source is contracted exclusively to his current firm and may not use his real name under the terms of the contract. He has provided this analysis on the basis of strict anonymity and confidentiality and I have accepted that as the consequence of obtaining an analysis from an individual of his ability and standing, here is his commentary on the ruling:

Dear Roadracing World readers: Life is pretty busy at the moment for this poor overworked lawyer and I do not have the time to ramble on at length about the AMA appellate decision like I would like to. But I have had time to read the opinion and here is the gist of what happened.

Just as I predicted a year ago, the Court of Appeals rejected virtually every argument that the AMA made against the jury's findings that the AMA had in fact done Edmondson wrong. Specifically, the Court of Appeals upheld the jury's findings that:

- The AMA lied to Edmondson when they assured him they intended to purchase his half of the business.
- The AMA stole or "converted" property that was Edmondson's.
- The AMA concealed from Edmondson the terms of television coverage contracts that the joint venture obtained.
- The AMA then illegally took control of the joint venture and wrongfully excluded Edmondson from the business.
- The AMA then illegally used its clout to intimidate racetracks from following through

on the deals that Edmondson made with them after the AMA dumped him.

You may ask, how on earth can the AMA be calling this a victory? Remember, last year they were claiming that this appeal would vindicate their conduct by reversing the jury's findings. It did not. Instead, the Court of Appeals, after reviewing the evidence and the jury's verdict, concluded that "The conduct [of the AMA] was certainly unethical and had the capacity and tendency to deceive."

Now, when a United States Court of Appeals has just told you that a person "was certainly unethical and had the capacity and tendency to deceive," are you going to swallow without question a press release from that same person saying the Court of Appeals has just given him a big victory?

The truth is, the "victory" the AMA won was a chance to get back in the ring with Edmondson where he can take an even bigger cut out of the AMA's hide. It is true, as the AMA has pointed out, that the Court of Appeals took most of the air out of Edmondson's "conversion" claim. What happened was that, on appeal, someone discovered a quirk in North Carolina law that meant that Edmondson could only make a "conversion" claim for physical objects stolen from him (like computers and racing supplies), but not for intangible assets like goodwill. This error was so obscure that last year, when I was initially evaluating the AMA's case on appeal, the AMA's lawyers had not even cited to Judge Thornton the case law that shows the error, when they were asking him to reverse the jury's verdict. Since more than 90 percent of Edmondson's damages come

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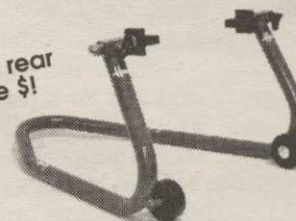


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from the AMA taking his intangible assets, that ruling means the AMA can indeed claim a "victory" on the "conversion" claim.

But that specific "victory" is hollow and not very significant in the greater scheme of things. What the AMA has not made clear to its members is that the "conversion" claim was just one of two barrels that Edmondson's legal shotgun had aimed at them. On the other barrel—his claim under a North Carolina statute prohibiting unfair and deceptive business practices—the Court of Appeals ruled that Edmondson scored a direct hit. It upheld the jury finding that the AMA unethically deceived and cheated Edmondson out of his share of the joint venture.

The only question left now for further litigation is how much damage that direct hit on the AMA caused, and the answer will probably be "a lot." The reason we still don't know exactly how much money the AMA must pay is that the jury was asked a slightly wrong question when asked to calculate the amount of Edmondson's damages. The error has nothing to do with the jury's basic finding that the AMA's people acted like a bunch of snakes. It only has to do with a technical issue on calculating the amount of resulting damages, and the AMA has little reason to expect that the bill it must ultimately pay Edmondson will go down significantly. Indeed, it now has good reason to fear that the bill may go up another million dollars or so.

In plain English, what the appeals court has now said to Judge Thornton is: "The reason we have to send part of this case back to you is that you made an error on the verdict form that you gave the jury to fill out. The jury correctly found that the AMA had wronged Edmondson both under ordinary 'common' law and also under a special statute. But you had only one line on the form for them to fill in the amount of damages that you used for both the ordinary claim and also for the special claim. You did that because you believed that both the ordinary claim and the special claim measured damages the same way. In most cases you would be correct, but here that was not right because of a quirk in North Carolina law. So you should have had a separate line for them to fill in the amount of damages for the special claim. Looking at the evidence they heard, we are pretty sure that if you had had that separate line they probably would have filled in the same \$750,000 amount that they did here anyway. But they are the jury and it is their right to fill in that separate line differently if they want, so we need to send this back to you for that sole purpose. Since that original jury is now dismissed and dispersed, you are to do the following:

- (1) Get a new jury together, and
- (2) Have them hear evidence on and answer the following question: 'How much money damages did Edmondson suffer when the AMA wrongly asserted control over his interest in the 1994 joint venture and excluded him from the business?'
- (3) By the way, when you let them hear evidence on that question, we have no problem with letting them hear the testimony of Edmondson's expert that the value of the interest was \$1.1 million, despite the AMA's argument that he used an invalid valuation method. They can also hear that the AMA hired its own accountants in 1995 to value Edmondson's interest and the accountants reported back that Edmondson's chunk was worth a minimum of \$720,000.
- (4) When the jury gives you their number, triple it, award that amount as damages and enter judgment against the AMA.

And oh yeah, also then recalculate how much interest the AMA owes Edmondson on that amount, and also recalculate the amount of fees that he's spent on attorneys to get him to that point and you can then make the AMA pay that, too, if you want."

That, in plain English, is all this is about. The appeals court did not say the AMA won—they said the AMA lost and all that's left is to figure out exactly how many millions they owe Edmondson. Unless the parties settle this case, a jury will hear that the AMA's own accountant said Edmondson's piece was worth at least \$720,000 and maybe a million, and Edmondson's guy will say "no, it's \$1.1 million." The AMA's lawyers will probably then claim they have a compelling new argument showing that Edmondson's piece was worth—nothing! The jury will listen through that, then will very probably ignore the AMA's lawyers and find that Edmondson's piece was worth between \$720,000 and \$1.1 million. The judge will then triple that, and add attorneys' fees and interest, and the AMA will be in a worse position than it was before this appeal. The AMA's position will be especially worse if the new jury now goes for Edmondson's higher damage figure, which would produce roughly a million dollars in higher damages and interest for the AMA than if the AMA had just sucked it up and paid the man after the first jury's verdict.

Note to any A.M.A. trustee reading this article with a flashlight under his bedcovers: All right, so you didn't listen to me last year when I told you to settle because the jury's findings would not get reversed on appeal. Maybe you want to listen to this now: Since Edmondson's camp is probably a bit deflated right now by having their payday put off, the next few weeks should be a good chance for the AMA to negotiate a semi-decent settlement that can include a structuring of the payment terms that fits the AMA's cash flow. Otherwise, if you wait until you lose again, Edmondson will appear on your doorstep with the sheriff and a multi-million dollar judgment, and if they need to they'll start auctioning off your furniture. The sheriff won't care if you have to sit on milk crates at your board meetings.

To signal to the other side that the AMA is serious about settling, I would advise getting a new, additional lawyer with a fresh face for the sole purpose of conducting the settlement negotiation with Edmondson's attorneys. Offering to settle this case for somewhere slightly to the south of \$2 million, with each side bearing their own attorneys' fees, would be highly reasonable. The AMA can't realistically offer too much below that because the reality is you have lost on liability now, forever, and the new jury will hear that the AMA's own accountants—the prestigious firm of Ernst & Young—valued Edmondson's interest at a minimum of \$720,000. The AMA must assume that there is a high probability that the jury will use that figure as the minimum award, that the judge will triple that to \$2.16 million and then award several hundred thousand more in attorneys' fees and interest.

So any settlement offer not in the neighborhood of \$2 million is difficult to justify: Thanks to the Court of Appeals, there is now a 100 percent chance that the AMA is liable to Edmondson, and \$2 million is a 30 percent or so discount off what the final damages award will be if the jury accepts the minimum valuation of the AMA's own accountants. That is about as big a discount as you can justify with a straight face in this situation. Realize this: Edmondson's lawyers

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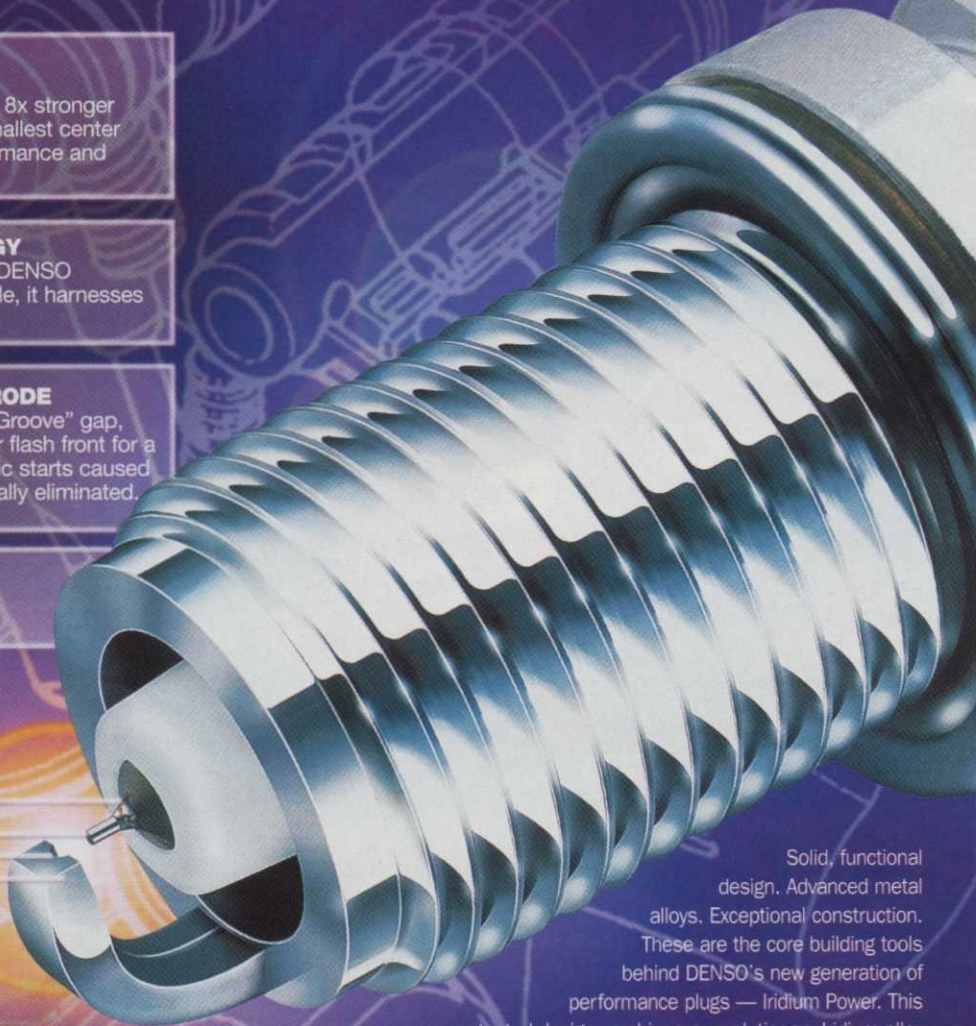
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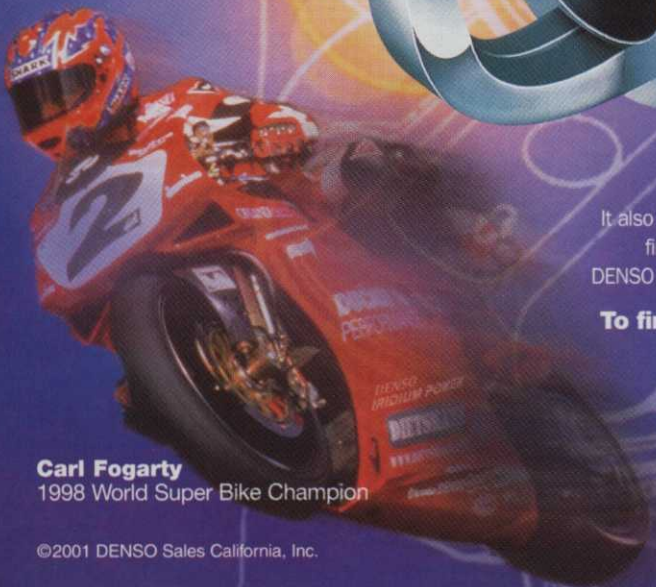
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Edmondson Vs. AMA

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now get to walk up to a jury and argue, essentially: "Well folks, as Judge Thornton just told you, 12 other North Carolinians have already found that these AMA boys intentionally and maliciously hurt a small North Carolina businessman and neighbor of ours, Mr. Edmondson here. All we're here to talk about is how much the AMA is going to pay for their lies and cheating. The accountants that the AMA went and picked out say \$720,000 is the number. Well now, the AMA has already been knocked upside the head by the first jury, but just will not learn! Through their handpicked New York accounting firm, here they are trying to cheat Mr. Edmondson once again, right before your eyes, by lowballing him! I know you won't stand for that. You'll hear a local accountant from right here, not selected by the AMA, explain why the AMA stole quite a bit more than \$720,000 from Mr. Edmondson. Quite a bit more. I know you'll do right by him...." If your lawyers are not telling you to think very seriously about offering to settle now for a seven-figure number that is at least close to having a "2" in front, get a second opinion before you bet millions more of your members' dollars on their estimate of this case.

A. Barrister

Other Points Of Interest From The Appeal

There are points of interest within the appeal that A. Barrister and I have found fit for discussion that he has omitted from his portion of this article due to time constraints. Still, these are of interest and contribute to the understanding of what has happened and what will happen in the new trial ordered by the Appeal Court. Note that where I refer to the appeal's court ruling by section and page, this is based on the Adobe PDF version of the court's ruling that is available at the Fourth Circuit's site.

Regarding the AMA's appeals regarding Section 75 known here as the "unfair and deceptive practices statute" that allowed trebling of the damages awarded Edmondson; (Section 5, Page 22, third paragraph) I find it interesting that in addressing this claim and supporting a finding of liability for violations of Section 75, the court contrasted the AMA's behavior with that of a deceptive used-car salesman and stated that in regard to the AMA's actions, "The defendants misrepresentations preceded and went hand in hand with their assertion of control over the interest Edmondson held in the 1994 joint venture and/or excluding him from the business...."

"Such conduct also constituted an unfair trade practice or method of competition in that it was oppressive, unethical and clearly intended by the defendants to take something for nothing." The appeals court has spoken quite clearly of its opinion of the AMA's dealings with Roger Edmondson.

Regarding the retrial of the penalty phase; the object of the exercise is to empanel a new jury to determine a dollar amount for a judgement against the AMA and in favor of Roger Edmondson, omitting the error previously made in instructing the jury. Although the appeals court has severely limited the scope of the new trial, the limitations are greater in theory than they are in practice. To determine the actual damages, members of the new jury will need to hear much of the testimony and see much

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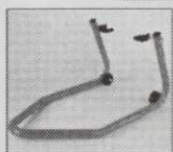
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of the evidence from the original trial so that they can understand what was illegally converted and what it was worth. They will also need to hear much of the balance of the testimony and evidence about the circumstances surrounding the illegal conversion, since they will also be evaluating intentions and state of minds to determine a monetary value for punitive damages. This is in essence, perhaps 70 percent or better of the body of evidence presented at the first trial. By now, the judge and attorneys will know all the issues and testimony by heart. They have prepared for the case once already, having gone through all the pretrial motions and the deposing of the witnesses. They have tried the case, and heard the witnesses questioned under direct and cross-examination. Both sides have pulled out all the stops and presented closing arguments to the best of their ability. The second trial will be a virtual replay of the first trial. There will be little or no new ground broken, and there will be significant disruption re-occurring to the witnesses' lives. The one sure thing that will be different when it is over, is that the AMA's members will now pay for the court costs and attorney's fees for two trials instead of one.

One way or another, Edmondson and the AMA were intending to go their own way after the joint venture was dissolved. At issue is what the joint venture was worth at the time that they intended to dissolve it. The AMA's accountants and Roger Edmondson's accountants have long since determined that, and that figure is somewhere between \$700,000 and \$1,100,000.

Nothing that happened since then is likely to change those numbers. The trebling of actual damages under Section 75 and the awarding of legal fees and interest will result in a figure of somewhere around \$2,700,000 to \$3,700,000. Accepting an award for punitive damages automatically disallows the collection of trebled damages, so Edmondson is well advised to refuse punitive damages if the sum of actual and punitive damages as determined by the jury, is less than the trebled figure of actual damages. A punitive damages award substantially over the trebled damages figure could be grounds for yet another appeal on the AMA's part, this time for an excessive punitive damages award unjustified by circumstances. This would lead to still further legal expenses incurred on the part of the AMA and Edmondson, again to be paid for by the members of the AMA, and even further delay in Edmondson collecting his judgement. Again, Roger Edmondson is well advised to refuse punitive damages and accept trebled actual damages. It seems we keep returning to the \$2.7 to \$3.7 million figures. Replaying the original trial in order to arrive at substantially the same figure as last time, plus additional court costs would be a waste of the AMA members' money and Roger Edmondson's time. Arriving at a reasonable settlement figure and settling would be an appropriate thing for both parties to do. But I don't hold out much hope for a pretrial settlement. It's not as though the Board of Trustees has any reason not to play their hand out to the bitter end, regardless of the expense. And if they have been nothing else in this

regard, they have been consistent in a block-headed determination to be proven right in the face all evidence to the contrary.

I'm a realist and somewhat experienced in the ways of the world. I appreciate that this is often a political and small-minded world and that things are often shades of gray rather than black and white. I appreciate that personalities often take precedence over ideals. I understand that in large part, the Board of Trustees is the AMA, and that it determines the direction for the organization as a whole. I understand that half of the AMA's Board of Trustees is made up of motorcycle industry figures and that they are appointed and not subject to an accounting to the members of the AMA. I understand that the Board as a whole is not required to keep the members fully informed of all the news and events that can materially affect their interests. I understand that there is a built-in conflict of interest in that half the Board owes its allegiance to its motorcycle industry employers first and the AMA second. I understand that the temptation to play race promotor/sanctioning agent with the AMA's treasury is overwhelming. I understand that with a healthy economy and good cash flow, an organization can maintain appearances despite significant management problems as long as it can keep the books from public scrutiny and the unpleasant aspects of operations hidden. I understand that given a mess like the Edmondson affair, a case be made that, despite being unethical, keeping things hushed up and minimizing controversy can be a service to

the organization and minimize the damage. I also understand that people in general don't want to be bothered if they don't have to be, and that they are willing to accept a certain amount of self-dealing, corruption, and incompetence in an organization as long as things appear to be okay, and they get some acceptable measure of service.

But most of all, I know that the actions of the AMA in the Edmondson affair cross way over the line and far beyond my ability to excuse and make allowances. I know that when the AMA Board of Trustees instigated, condoned, and prolonged the Edmondson affair, it risked turning a million-dollar purchase into a five million-dollar liability and that the payoff is coming due very soon. I know that none of the costs of the Edmondson affair will come out of the pockets of the industry-appointed Trustees, nor will it affect their tenure. I also know that over the last two years, the AMA has had two Presidents go down in flames and resign under pressure, and that all these things together with all the other instances of mismanagement documented in the pages of *Roadracing World*, are indications of an organization with very serious problems. I know that the only way to fix these problems is with a comprehensive reform of the AMA's charter. I also know that the reformation of the AMA ain't about to happen on its own. And I know that articles like this and pressure from *Roadracing World & Motorcycle Technology* are one of the few avenues available to begin to fix the problems with the AMA.

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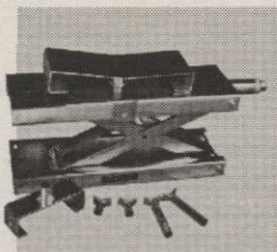
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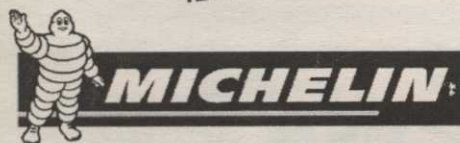
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CCS AT ROSAMOND, CALIFORNIA
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When Gobert Dazzles And Leaves, Stratton Takes Over

By David Swarts

The first CCS-sanctioned race run on the 1.7-mile, 9-turn Streets of Willow Springs course featured strong performances by Yamaha Motor Corporation's Anthony Gobert and Kyle Racing Engine's Stuart Stratton. Gobert showed up for Friday's practice and Saturday's racing only with his Yamaha teammate Tommy Hayden and their YZF-R6 Yamahas. Gobert's younger brother Aaron tagged along with his Graves Yamaha YZF-R6 and put in another strong showing even though the younger Gobert had to turn his own wrenches through the weekend.

Anthony Gobert won Middleweight GP, GTO and GTU races on Saturday; set a new official track record at 1:20.15; and left Saturday night with the rest of the professional trio. This was good news for Stratton, who had to settle for fourths on Saturday before going on to win the Middleweight Supersport, Middleweight Superbike, and \$1000 Unlimited Grand Prix races on his Metzeler-equipped YZ-R6 on Sunday. Stratton set the fastest time by anyone other than a Gobert or Hayden at a 1:24.08 despite shifting troubles with his Yamaha.

The newly lengthened Streets of Willow Springs road course drew compliments from nearly everyone who rode it, including Anthony Gobert. The tight, technical course is definitely a rider's track that demands everything that a bike and rider can deliver. There are 100+ mph corners, first-gear corners, off-camber turns, steeply-banked turns, many left-right switchbacks, places where you must turn the bike on the brakes, places where you must turn the bike at wide open throttle, smooth sections, bumpy sections, a little bit of everything. Although the CCS only numbered nine turns, most people have their knee on the ground 14 times per lap. Despite several precautionary red flags through Sunday's program, the course is very safe. There is little to hit in run-off areas, and anything that could be hit was well off the track and protected by the CCS's haybales. Only one crashed rider was transported from the facility all weekend. That rider suffered broken ribs from falling and being hit by the bike that was right behind him. The Streets course did provide close racing action with 125cc machines able to race with 1000cc machines.

The first race was Middleweight GP, and Brian Schaefer led the charge into the fast turn one only to have Tommy Hayden slip past on the brakes for turn two. By the end of the first lap, it was Hayden, Aaron Gobert and Anthony Gobert pulling clear of the field. Eldest brother Gobert passed middle brother Gobert on the brakes for turn two on lap three, and then set his sights on Hayden. Anthony Gobert took the lead from Hayden with an inside move on the brakes for tight, first-gear turn four. With clear

track ahead, Anthony Gobert immediately pulled out a lead while Hayden concentrated on fending off Aaron Gobert. Anthony Gobert ran the fastest lap of 1:21.18 on lap five to establish a 1.5-second lead that would only grow to the finish. Graves Yamaha's Aaron Gobert was all over Hayden, but could not get by on the tough-to-pass-on course. Anthony Gobert won by four seconds over Hayden, Aaron Gobert and Stratton.

Moments later, the same cast of characters, minus Stratton, lined up for the GTO 30-minute race. All coming from row two of the starting grid, Hayden led both Goberts into turn one. But Anthony Gobert wasted no time and

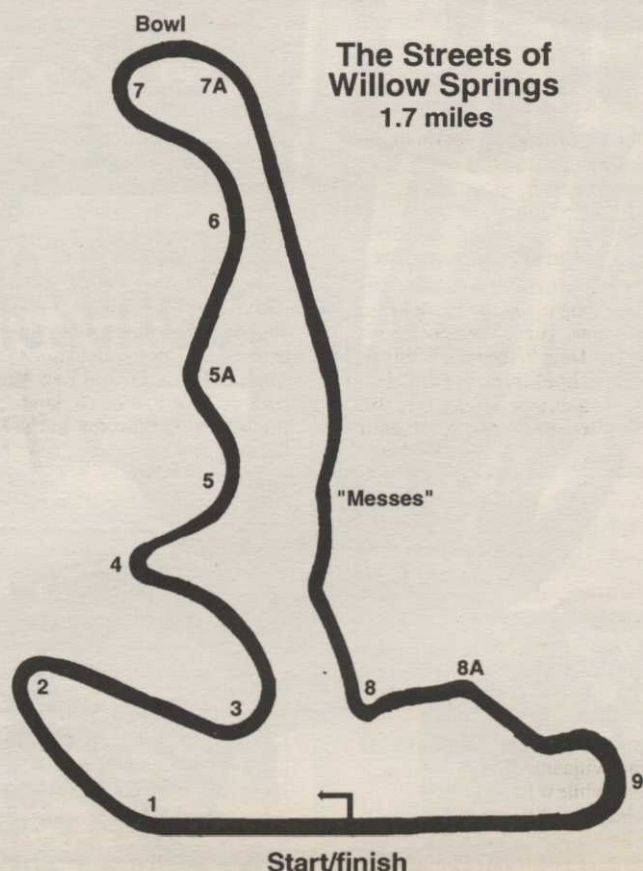


Aaron Gobert (96) leads brother Anthony Gobert (40) in the GTU race at Streets Of Willow. Both were riding YZF-R6 Yamahas. Photo by Brian Gower/Public Imaging.

out-braked Hayden for the blind entrance of turn two. On lap three, Gobert improved his own, newly-set lap record to 1:20.81 and established a lead of two seconds over Hayden and Aaron Gobert. Traffic came into play on lap six and prevented Anthony from extending his advantage further. Hayden kept pace with Anthony Gobert through the middle of the race with 20-year-old Aaron never more than a second behind in third. After completely lapping the field on lap nine, Anthony Gobert was slowed by traffic again near the halfway point. Hayden closed the gap some but was forced to ride defensively to hold off charging Aaron Gobert rather than chase down 25-year-old Anthony, who slowly re-built his lead to take an eventual 10-second win.

Aaron Gobert tried everything he could to catch and pass Hayden but had nothing for the first-born Hayden. The top three completely lapped the field twice within 23 laps, and 55-year-old former Pro motocrosser Rich Thorwaldson had clearly bested the rest with a 50+ second lead over fifth place, but one lap from the finish, Thorwaldson had a problem. The front Michelin slick on Thorwaldson's RC51 picked up some debris and lost air. Thorwaldson ran off of the track without crashing, but lost his Marchesini front wheel to a curb and fourth place to Randall Montes.

The GTU race was one of the best races seen anywhere, anytime. WSMC holeshot expert



Robbie Dowie didn't disappoint and led Stratton and Aaron Gobert into turn two while Anthony Gobert was boxed in the middle of the largest field of the day. Aaron Gobert displaced Stratton on the back straight and went around the outside of Dowie in turn 8A to take the lead. Stratton finished the first lap in second ahead of Anthony Gobert and Dowie. Anthony Gobert passed Stratton before turn two just as the race was stopped. Scott Holden had crashed in turn four and his ex-GP Tech TZ250 was too close to the track to continue. The clock continued to run during the clean up.

The re-start went almost identically to the first for the opening lap. Lap two started with Aaron Gobert leading Anthony as the rest of the field dropped farther behind. The slipping clutch that slowed Hayden on the first start gave out completely on the re-start, forcing Hayden to retire early. Anthony Gobert reeled Aaron back in with a new official track record of 1:20.15, but on lap five, lappers gave Aaron Gobert new life and a larger lead. Anthony closed back on his younger brother quickly, but could not pass. At first, some observers thought that the Gobert brothers were staging a show for the spectators, but it became clear very quickly that the Goberts were going at it tooth-and-nail. Aaron Gobert was running blocking lines into corners and gassing his YZF-R6 hard enough out to spin the rear tire. Anthony Gobert was making up ground by diving into corners hard on the brakes but couldn't get by his brother. With time running out, Aaron went back to running fast lines versus defensive lines. This was just the opportunity Anthony needed. Anthony went straight to the inside of Aaron in turn four with an aggressive move on the brakes. But Aaron was not done yet. On the final lap, Aaron tried a move that he had unsuccessfully tried in the previous two races on Hayden. Aaron tried to beat his brother to the second apex of turn nine, the final corner, by carving a tighter arc in the skid pad turn. It was a risky move that could've taken both riders out, but Aaron backed out at the last instant. Looking as fit, fast, and serious as he ever has; Anthony Gobert took the win over Aaron Gobert and Stratton.

"If it had been anybody else, I probably would've done it," said young Aaron Gobert of his last-corner pass attempt. "I reckon I could've won if I had kept blocking. I'm still working up to beating him (Anthony)."

"He's a bit lighter," said re-born wild child Anthony Gobert of his younger brother Aaron. "So he was getting off the corners better onto the straights. That made it hard to pass, and the lappers made it hard to pass. Lappers put you off and upset your rhythm. This track is all about keeping your rhythm going. I led him (Aaron) around a bit yesterday. So he knew all of my spots, and he was blocking them. So I did a little bit of a Supercross maneuver on him - a little block pass." When asked if there was anything that he wanted to say before the season gets started, Anthony Gobert said, "Nah, I'll let my racing do the talking." Before leaving, Anthony Gobert donated all of his winnings to the cornerworkers.

Albert McElroy took the early lead in Formula 40 on his Honda CBR600F4, but Robert Campbell passed McElroy on the third lap and set sail to a 28-second victory. Riding a Honda CBR600F4, Campbell won over McElroy and Rich Thorwaldson on his Honda CBR600. McElroy's 16-year-old son Cody won his first-ever road race in GT Lights Amateur, on a Honda RS125.

In GT Lights, Lightweight Superbike 24-Hour Endurance Champion Zoran Vujasinovic jumped out to an early lead on his Suzuki SV650. Spears Racing's Brian Long got a bad start but began putting his 85-horsepower, stock-bore SV650 to work. Long closed in on Vujasinovic over the first five laps but needed three more to find a way past. Long made his move in the Streets' signature Bowl Turn. Vujasinovic did not give up and tailed Long to the end. Long was forced to run blocking lines through the tighter corners to keep Vujasinovic at bay but this also allowed Dark Horse Racing's Jay Pilster to close up on his Honda RS125. The three-way battle went all the way to the stripe with Long winning by half-a-bikelenhth over Vujasinovic, who was only a bikelenhth ahead of Pilster.

Long and Vujasinovic quickly re-fueled and headed back out for the very next race, Heavyweight and Lightweight Sportsman. Jody Hendley grabbed the holeshot on his Buell 1200, but Long and Vujasinovic quickly got right back into the groove, demoting Hendley to third. Hendley hung on to the SV650 riders, and it was a three-way battle for nine laps. Long kept a good pace, an eye to the inside of the tight corners, and the lead. Vujasinovic was looking for a way around Long while worrying about Hendley. On the last lap, Hendley made his charge out of the Bowl and took second from Vujasinovic down the back straight and into the esses.

Long kept the hammer down and took the win. Vujasinovic tried to re-pass Hendley, but there was no time, and Hendley got second over Vujasinovic. Fourth place overall and the Lightweight Sportsman winner was Ron Shtatlander on his Honda CR500 street bike. Shtatlander actually had the lights and turn signals taped over on his lowered and 17-inch Michelin Pilot-shod dirt bike.

With Lightweight Superbike the first race on Sunday, Long and Vujasinovic were back at it once again. Bobb Seitz took the lead into sweeping turn one off the start, but Long went under Seitz on the inside of downhill turn three. Long led the first lap over a new player, Joshua Sortor. Sortor had struggled on Saturday with the new suspension and no practice on his Aprilia RS250. Now Sortor's settings were in the ballpark and he was in the game. Sortor held second place sandwiched between leader Long and third Vujasinovic. On lap four, Vujasinovic got by Sortor in the Bowl. Sortor began to fall back a bit. Lapped traffic on lap seven allowed Long to open up a small margin while Vujasinovic was forced backwards to Sortor. Sortor saw the opportunity to get Vujasinovic but high-sided out of the Bowl. Sortor was unhurt and his Aprilia only suffered scratches, a broken rear brake lever, and a broken windscreen. Long came home without further challenge, winning by six seconds over Vujasinovic with Rod Holland taking third on a Honda 650 over Hendley's 1200cc H-D Sportster.

Holland didn't have such luck in the next race, Super Twins. Vujasinovic sat this one out while Long and Holland went at it. Long led the first three laps, but Holland, now on a Ducati 996, took the top spot with his top-speed advantage down the back straight. Holland quickly started building a lead. With a 6-second cushion on lap seven of nine, Holland high-sided out of the Bowl, causing a red flag. The race had passed halfway and was called complete with Long winning his fourth race of the double points weekend. Seitz was promoted to second over Jim Davis.

A new convert from motocross to road racing, Adam Jones, won two lightly-populated races on his Suzuki GSX-R600. Jones beat WSMC multi-champion Clinton Whitehouse in Unlimited Supersport with Randall Montes third and Michelin's Morgan Broadhead fourth on his Versa-backed Suzuki GSX-R600. Jones won Heavyweight Superbike going away over Daryl Hunter, Jr., Jack Vanbeek, and Norbert Katona.

Motul's Quentin Fairall and Jay Pilster had a good dice going in the Grand Prix Singles event on their Honda RS125s. Fairall led for the first five of nine laps with Pilster furiously looking for a way to get by. On lap six, Pilster suddenly lost a significant amount of ground. As Fairall pulled away from Pilster out of the final, skid pad turn onto the front straightaway, it became clear what Pilster's problem was. Pilster's exhaust pipe had broken and was dangling from his bike. Much to the delight of spectators, Pilster reached down with his left hand, pulled the pipe free, tossed it toward the starter, and went back to racing. Fairall, a Ducati technician for Pro Italia, was long gone by this time and recorded the win over Pilster and John Rabasa.

In Lightweight GP, Fairall and Pilster went at it again for nine laps. Pilster was fighting an uphill battle with the loss of power from his damaged exhaust, but still gave Fairall a good fight. Fairall slowly pulled away with a best lap of 1:26.79, but Pilster put on a late race charge through lapped traffic. Pilster closed to within two seconds at the end, but Fairall went home with the bigger trophy. Hawaii resident Page Gathings took third on his Aprilia RS250.

The Stuart Stratton Show started in Middleweight Supersport. Scott Simpson launched his Kawasaki ZX-6R into the turn one first followed by Robbie Dowie on his GSX-R600. Dowie had a moment exiting turn three and Stratton slipped past into second place. Simpson held onto the lead for the first lap over Stratton, Dowie, Campbell, Jones and new Michelin tire distributor Dale Kieffer. On lap two, Stratton took the lead from Simpson in the Bowl as the top two separated from the pack. On the next circuit, Campbell broke free from the chasing group and caught Stratton and Simpson. The lead three stayed together nose-to-tail until they started to encounter slower riders on lap six. Stratton made the most of the traffic to extend his lead and pull away to a three-second victory. Simpson was able to hold off Campbell for second. Jones took fourth while Kieffer pulled out of the race early to prepare for the very next event, the \$1000 Unlimited GP.

In the feature event, it was Whitehouse putting his YZF-R1 into the turn one first. Simpson got by Whitehouse in turn two, and Stratton relegated Whitehouse to third in turn three. After two laps, Simpson still held the lead over Stratton with a gap back to Jones, Kieffer, and Whitehouse. But the race was stopped when

Campbell high-sided exiting tight turn eight with bike and rider coming to rest on the track. Campbell and his Honda were lucky to escape any real damage.

The race was re-started with Stratton getting the holeshot and the early lead over Simpson, Whitehouse, Kieffer—coming from the last row of the grid for a second time—Jones, and Dowie. But for the second time, the race was red-flagged on the third lap. The cause this time was a two-bike pile-up in turn two with bikes close to the racing surface and one rider not getting up immediately. The rider was okay, the grid was re-formed according to the running order, and the race re-started for the last seven laps.

This time it was Kieffer putting his YZF-R6 into turn one first followed by Stratton and Simpson. Stratton put his tires to work early by going around the outside of Kieffer in turn three to set up an inside move into turn four. Stratton made the pass taking the lead from Kieffer. This time Stratton checked out. With a time of 1:24.08 (only bettered by the visiting professionals on Saturday), Stratton pulled out to a two-second lead that would never be challenged. With time running out, the battles for position behind Stratton heated up. Kieffer was holding off Simpson for second and Jones was struggling to stay in front of Dowie. On the last lap, Dowie tried to go underneath Jones in 100+ mph turn one. Jones didn't see Dowie and the two riders came together. Dowie's front tire hit Jones' rear tire. Dowie ran off and crashed, causing the third and final red flag. Stratton took the win over Kieffer, Simpson, and Jones.

When Jones came to Dowie to apologize after the race, Dowie was furiously complaining to Race Director Jeff Leonard. Tempers flared and Dowie and Jones almost came to blows. Leonard conducted an investigation of the incident and received three separate reports that Jones was in front and had the line, and that Dowie attempted a pass but did not complete it safely.

In Lightweight Supersport, Gathings took an early lead on his Aprilia RS250 and looked to be secure with a four-second lead on lap five. Unfortunately for Gathings, second-place Sortor was gaining back the confidence that he lost in his crash earlier in the day. Sortor cut Gathings' lead in half on lap six and was right on the leader's tail on lap seven. Sortor took the lead from Gathings up the inside of turn one and went on to win by four seconds. Gathings got second ahead of Jim Davis on a SV650 and Jodie York in her first outing aboard a new Aprilia RS250.

Stratton finished his weekend off with a runaway victory in Middleweight Superbike despite shifting troubles with his YZF-R6. Campbell came back from his highside to score second in front of Jones, Jeff Whitmer, and Albert McElroy.

RESULTS

UNLIMITED GRAND PRIX: 1. Stuart Stratton (Yam YZF-R6); 2. Dale Kieffer (Yam YZF-R6); 3. Scott Simpson (Kaw ZX-6R); 4. Adam Jones (Suz GSX-R600); 5. Clinton Whitehouse III (Yam YZF-R1); 6. Jeff Whitmer (Yam YZF-R6).

UNLIMITED SUPERSPORT EXPERT: 1. Adam Jones (Suz GSX-R600); 2. Clinton Whitehouse III (Yamaha YZF-R1); 3. Randall Montes (Hon CBR900); 4. Morgan Broadhead (Suz GSX-R600); 5. Rickey Herd (Hon CBR600); 6. Norbert Katona (Yam YZF-R1).

UNLIMITED SUPERSPORT AMATEUR: 1. Ronald Middleton, Jr. (Yam YZF-R1); 2. Shawn Poole (Kaw ZX-7); 3. David Hostetter (Hon CBR600).

HEAVYWEIGHT SUPERSPORT EXPERT: 1. Adam Jones (Suz GSX-R750).

HEAVYWEIGHT SUPERSPORT AMATEUR: 1. Shawn Poole (Kaw ZX-7); 2. Brett Nelson (Kaw ZX-7); 3. David Hawks (Suz GSX-R600).

MIDDLEWEIGHT SUPERSPORT EXPERT: 1. Stuart Stratton (Yam YZF-R6); 2. Scott Simpson (Kaw ZX-6R); 3. Robert Campbell (Hon CBR600); 4. Adam Jones (Suz GSX-R600); 5. Albert McElroy (Hon CBR600); 6. Brian Schaefer (Yam YZF-R6).

MIDDLEWEIGHT SUPERSPORT AMATEUR: 1. Jim Van Beek (Yam YZF-R6); 2. Travis Gilbert (Suz GSX-R600); 3. David Hawks (Suz GSX-R600); 4. Ernest Havner (Hon CBR600); 5. Anthony Apalategui (Hon CBR600); 6. Jeremy Holton (Hon CBR600).

LIGHTWEIGHT SUPERSPORT EXPERT: 1. Joshua Sortor (Apr RS250); 2. Page Gathings (Apr RS250); 3. Jim Davis (Suz SV650); 4. Jodie York (Apr RS250).

LIGHTWEIGHT SUPERSPORT AMATEUR: 1. David Appellof (Suz SV650); 2. Dane Walther (Yam FZR400).

HEAVYWEIGHT SUPERBIKE EXPERT: 1. Adam Jones (Suz GSX-R600); 2. Daryl Hunter (Suz GSX-R750); 3. Jack Van Beek (Suz GSX-R750); 4. Norbert Katona (Suz 400).

HEAVYWEIGHT SUPERBIKE AMATEUR: 1. Shawn Poole (Kaw ZX-7); 2. Brett Nelson (Kaw ZX-7).

MIDDLEWEIGHT SUPERBIKE EXPERT: 1. Stuart Stratton (Yam YZF-R6); 2. Robert Campbell (Hon CBR600); 3. Adam Jones (Suz GSX-R600); 4. Jeff Whitmer (Yam YZF-R6); 5. Albert McElroy (Hon CBR600); 6. Jeff Longbottom (Hon CBR600).

MIDDLEWEIGHT SUPERBIKE AMATEUR: 1. Jim Van Beek (Yam YZF-R6); 2. Ernest Havner (Hon CBR600); 3. Anthony Apalategui (Hon CBR600); 4. Jeremy Holton (Hon CBR600).

LIGHTWEIGHT SUPERBIKE EXPERT: 1. Brian Long (Suz SV650); 2. Zoran Vujasinovic (Suz SV650); 3. Rod Holland (Hon

NT650); 4. Jody Hendley (H-D 1200); 5. Page Gathings (Apr RS250); 6. Bobb Seitz (Suz SV650).

LIGHTWEIGHT SUPERBIKE AMATEUR: 1. David Appellof (Suz SV650).

MIDDLEWEIGHT GP EXPERT: 1. Anthony Gobert (Yam YZF-R6); 2. Tommy Hayden (Yam YZF-R6); 3. Aaron Gobert (Yam YZF-R6); 4. Stuart Stratton (Yam YZF-R6); 5. Quentin Fairall (Hon RS125); 6. Robbie Dowie (Suz GSX-R600).

MIDDLEWEIGHT GP AMATEUR: 1. Nancy Montgomery (Kaw ZX-6R).

LIGHTWEIGHT GP EXPERT: 1. Quentin Fairall (Hon RS125); 2. Jay Pilster (Hon RS125); 3. Page Gathings (Apr RS250); 4. Bobb Seitz (Suz SV650); 5. Cory Mann (Suz SV650); 6. Jim Davis (Suz SV650).

LIGHTWEIGHT GP AMATEUR: 1. David Appellof (Suz SV650); 2. Cody McElroy (Hon RS125).

GRAND PRIX SINGLES: 1. Quentin Fairall (Hon RS125); 2. Jay Pilster (Hon RS125); 3. John Rabasa (Hon RS125); 4. Sean Alexander (Hon RS125); 5. Melissa Shimmmin (Hon RS125).

FORMULA 40 EXPERT: 1. Robert Campbell (Hon CBR600); 2. Albert McElroy (Hon CBR600); 3. Rich Thorwaldson (Hon CBR600); 4. Tony Jimenez (Hon CBR600); 5. Jim Davis (Yam YZF-R6).

FORMULA 40 AMATEUR: 1. Reg Kittrelle (Buell 1200).

SUPERTWINS EXPERT: 1. Brian Long (Suz SV650); 2. Bobb Seitz (Suz SV650); 3. Jim Davis (Suz SV650); 4. Rod Holland (Duc 996).

SUPERTWINS AMATEUR: 1. David Appellof (Suz SV650).

SUPER SINGLES: 1. Ramey Peticolas-Stroud (Tig 650).

HEAVYWEIGHT SPORTSMAN: 1. Brian Long (Suz SV650); 2. Jody Hendley (H-D 1200); 3. Zoran Vujasinovic (Suz SV650); 4. Bobb Seitz (Suz SV650); 5. Reg Kittrelle (Buell 1200); 6. Jim Davis (Suz SV650).

MIDDLEWEIGHT SPORTSMAN: 1. Rod Holland (Hon 650); 2. Page Gathings (Apr RS250); 3. Norbert Katona (Suz 400).

LIGHTWEIGHT SPORTSMAN: 1. Ron Shtatlander (Hon CR500); 2. Bobb Seitz (Suz SV650); 3. Clinton Whitehouse III (Yam RD400); 4. Dave Gardner (Yam 350); 5. Sean Alexander (Hon CR500); 6. Jim Dobson (Yam 350).

GTO EXPERT: 1. Anthony Gobert (Yam YZF-R6); 2. Tommy Hayden (Yam YZF-R6); 3. Aaron Gobert (YZF-R6); 4. Randall Montes (Hon CBR900RR); 5. Bill Morgan (Duc 996); 6. Stan Bates (Hon CBR900RR).

GTO AMATEUR: 1. Randall Middleton, Jr. (Yam YZF-R1); 2. George Jorgo (Hon CBR900RR); 3. Shawn Poole (Kaw ZX-7).

GTU EXPERT: 1. Anthony Gobert (Yam YZF-R6); 2. Aaron Gobert (Yam YZF-R6); 3. Stuart Stratton (Yam YZF-R6); 4. Robert Campbell (Hon CBR600); 5. Scott Simpson (Kaw ZX-6R); 6. Robbie Dowie (Suz GSX-R600).

GTU AMATEUR: 1. Nancy Montgomery (Kaw ZX-6R); 2. David Hawks (Suz 600).

GT LIGHTS EXPERT: 1. Brain Long (Suz SV650); 2. Zoran Vujasinovic (Suz SV650); 3. Jay Pilster (Hon RS125); 4. Joshua Sortor (Apr RS250); 5. Ron Shtatlander (Hon CR500); 6. Bobb Seitz (Suz SV650).

GT LIGHTS AMATEUR: 1. Cody McElroy (Hon RS125).

CCS/CMRA AT HENDERSON, TEXAS FEBRUARY 3-4

Ty Howard Wins Everything At Oak Hill

By J. Bryan Norton

Ty Howard dominated the CMRA/CCS South Central Region season opener at Oak Hill Raceway, winning all seven races that he entered on his Pirelli-equipped Kawasaki ZX-6R. Howard's wins came in GTO, GTU, Unlimited GP, Unlimited Supersport, Heavyweight Supersport, Middleweight Superbike, and Middleweight Supersport, a.k.a. "The Shogun Showdown." The closest racing of the weekend took place in the Lightweight classes and involved Laroy Montgomery, Eric Falt, Robert Bradlaw and Bradley Champion. Bradlaw walked away with the best results with wins in Super Twins and Heavyweight Sportsman on his Suzuki SV650 and a win in Lightweight GP on his FZR560. Montgomery collected first-place trophies in Light-



Troy Green stands his Shogun Motorsports-sponsored YZF-R6 on its rear wheel in celebration of his Middleweight Grand Prix victory at Oak Hill. Photo by Irwin Amstein / ISA Image.

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weight Superbike and GT Lights, while Champion won Lightweight Supersport.

Due to confusion over CCS license renewals and registration, many top riders had to start from the back of the grids. Oak Hill lap record holder John Haner found himself starting from the second wave in many races and unable to make up ground on the tight, 1.8-mile, eight-turn road course.

Former Team Green rider Howard started his weekend off by running away with the GTU win over first-year Expert Troy Green and Kawasaki 600-mounted Kevin Pate. In GTO, Green wheeled his Yamaha YZF-R6 off the line, allowing K&N Yamaha's Sam McDonald and Howard to lead from the grid. Howard wasted no time and went underneath McDonald in turn one. Within half-a-lap, Howard and McDonald started to pull away from the pack, which was led by Green. After one lap, the order was Howard, McDonald, Green, Scott Foster, Dale Love, and Haner. Haner passed Love in turn one and Foster in turn five on the second lap. On lap three, Haner caught and passed Green. As Haner closed on McDonald on lap four, the fight for second began to catch slower riders. On lap five, McDonald went to pass a lapper on the outside of turn one and was forced wide. Haner seized the opportunity and took second from McDonald on the inside. But Haner could not make up any time on Howard, and by the halfway point of the 30-minute race, the finishing order was set. Howard won over Haner, McDonald, Green and Foster.

Shogun Motorsports has come on board with the CMRA to sponsor the Middleweight Supersport class with a cash purse. The "Shogun Shootout" purse drew a large grid of riders, but by turn seven, Howard was in control of the race and, a short time later, the cash. Jim Bishop was alone in second on his Yamaha YZF-R6, but third was fought over for the whole race. Green would capture the last podium position by out-braking CMRA Endurance Champion Dalton Hamilton into turn six. Hamilton held onto fourth ahead of charging first-year-Expert Rick Hogge.

McDonald put his Yamaha YZF-R1 out front in Unlimited Supersport, but Howard quickly recovered from a bad start. Howard blazed up Oak Hill's longest straightaway between turns one and two, moved into second on the brakes into turn two, and captured the lead from McDonald between downhill turn three and bumpy turn four. Haner, meanwhile, again was forced to charge from the back of the grid. Haner got his Suzuki GSX-R750 up into third quickly but not quickly enough to catch McDonald and Howard. Howard took yet another win on his ZX-6R over McDonald and Haner.

Howard had his way with the field again in Heavyweight Supersport. Bishop was holding down second position early, but Haner was on his way forward again. Haner made his way past Love and Foster to take third and move into position to pass Bishop in turn one. Haner went to the inside, but Bishop shut the door. Coming into turn two, the battle for second came up on a lapped rider. Bishop hesitated just enough for Haner to take second on the brakes. Bishop didn't concede and made a bold, outside repass on Haner in turn six. Howard won over Bishop and Haner.

In the premier Unlimited GP, Howard led Bishop, Hogge, Pate, and McDonald out of the gate. McDonald showed the younger riders how it was done on the brakes by slipping his YZF-R1 by the 600s of Pate and Hogge for turn two. McDonald was able to keep his powerful R1 hooked up enough on the tight, bumpy Oak Hill track to also get by up-and-comer Bishop. By the time McDonald got clear in second, Howard had too big of an advantage to make up. Howard won over McDonald, Bishop, Green, and Haner, who again came from the back of the grid.

Howard finished his day with a win in Middleweight Superbike and said, "I haven't even rode in four months. It just came kinda natural today, I guess. The bike was working great, the tires worked great. Just kinda got lucky on the set-up right out of the box."

The war of the Lightweights started Saturday between Montgomery and Champion and didn't end until Bradlaw and Falt joined the fray Sunday afternoon. In Saturday's GT Lights race, Montgomery lined his M4-sponsored Suzuki V-Twin up against the similar bike of first-year Expert Champion. The two riders passed each other several times per lap, pushing hard. With two laps to go, Montgomery led, but Champion was about to make his big move. Montgomery tried to go around the outside of slower riders in the School House Turn, but got pinched off. Champion gained on the inside. Champion and Montgomery rode to the next hairpin side-by-side. Montgomery exited the last corner on the inside, while Champion tried to use too much of the track at the exit and slipped his rear tire off into the dirt. Champion lost his drive, and

Montgomery won.

In Sunday's Lightweight Supersport, Falt was the early leader ahead of Champion and Montgomery. The three SV650 riders were nose-to-tail for most of the sprint. In the second half of the race, Montgomery tried to go around the outside of Champion in turn six, but Champion ran wide. Montgomery ran out of track, crashed unhurt, but returned to race and win later in the day. First-year Expert Champion continued on in pursuit of 1999 CMRA Overall Champion Falt. Coming into turn two, Falt was slowed by a lapped rider, and Champion took advantage and the lead. Falt made a charge on the last lap through Oak Hill's final two hairpin corners. Champion and Falt came out of the final turn elbow-to-elbow, but Champion won the drag race to the line by half-a-wheel. Rich Desmond came home third.

Once again Falt jumped out to the early lead again in Lightweight Superbike over Champion, Montgomery, and Bradlaw. In turn seven, Montgomery tried to pass Champion on the outside, but decided against it when Champion ran wide again. Montgomery didn't give up and made a pass stick on Champion in turn six on the next lap. Falt, Montgomery and Champion were in close formation and the race would be decided on the last lap. Falt and Montgomery are endurance partners and have been racing with and against each other for years. Falt knew that Montgomery liked to pass on the inside of turn six. Falt tried to block the inside but this put Falt wide at the exit. Montgomery took the lead with a better drive out of six and up the hill to seven. Falt got put off line just enough to open the door for Champion also. Champion got underneath Falt in turn seven and Montgomery won over Champion, Falt and Bradlaw.

After winning Super Twins and Heavyweight Sportsman on his over-bored SV650 Superbike, Bradlaw chose to ride his almost-Vintage-eligible Yamaha FZR560 in the Lightweight GP. As usually, Falt was out in front of Montgomery and Bradlaw. The race was a close fight between the crafty veterans and went down to the last lap. Coming into turn six, Montgomery tried to slip underneath Falt, but the two caught their handlebars and ran off the track at slow speed. Bradlaw went from third to first in the incident and took his third win of the day.

Howard is sponsored by Custom Pool Plastering, Totally Graphic Designs, Howell, D&D, Alpinestars, HJC, and Performance Polaris. Howard is also sponsored by Pirelli tires in Formula USA, but he had to buy his own at this event.

RESULTS

UNLIMITED GRAND PRIX: 1. Ty Howard (Kaw ZX-6R); 2. Sam McDonald (Yam YZF-R1); 3. Jim Bishop (Yam YZF-R6); 4. Troy Green (Yam YZF-R6); 5. John Haner (Suz GSX-R750); 6. Darren Behm (Yam YZF-R6).

UNLIMITED SUPERSPORT EXPERT: 1. Ty Howard (Kaw ZX-6R); 2. Sam McDonald (Yam YZF-R1); 3. John Haner (Suz GSX-R750); 4. Marc Gifford (Yam YZF-R6); 5. Mike Guillot (Kaw ZX-9R); 6. Scott Stevens (Yam YZF-R6).

UNLIMITED SUPERSPORT AMATEUR: 1. David Sanders (Yam YZF-R6); 2. Michael Sanchez (Kaw ZX-6R); 3. Chris Waller (Yam YZF-R6); 4. Steve Morey (Yam YZF-R6); 5. Keith Holleman (Suz GSX-R750); 6. Mark Nelson (Yam YZF-R6).

HEAVYWEIGHT SUPERSPORT EXPERT: 1. Ty Howard (Kaw ZX-6R); 2. Jim Bishop (Yam YZF-R6); 3. John Haner (Suz GSX-R750); 4. Dale Love (Suz GSX-R750); 5. Otis Lance (Suz GSX-R750); 6. Scott Foster (Suz GSX-R750).

HEAVYWEIGHT SUPERSPORT AMATEUR: 1. David Sanders (Yam YZF-R6); 2. Michael Sanchez (Kaw ZX-6R); 3. Steve Morey (Yam YZF-R6); 4. Chris Headley (Yam YZF-R6); 5. Mark Nelson (Yam YZF-R6); 6. Phillip Lawlis (Kaw ZX-6R).

MIDDLEWEIGHT SUPERSPORT EXPERT: 1. Ty Howard (Kaw ZX-6R); 2. Jim Bishop (Yam YZF-R6); 3. Troy Green (Yam YZF-R6); 4. Dalton Hamilton (Yam YZF-R6); 5. Rick Hogge (Yam YZF-R6); 6. Kevin Pate (Kaw ZX-6R).

MIDDLEWEIGHT SUPERSPORT AMATEUR: 1. Chris Tuter (Yam YZF-R6); 2. David Sanders (Yam YZF-R6); 3. Michael Sanchez (Kaw ZX-6R); 4. Steve Morey (Yam YZF-R6); 5. Brian Cox (Yam YZF-R6); 6. Chris Waller (Yam YZF-R6).

LIGHTWEIGHT SUPERSPORT EXPERT: 1. Bradley Champion (Suz SV650); 2. Eric Falt (Suz SV650); 3. Rich Desmond (Suz SV650); 4. Todd Swearingen (Suz SV650); 5. Joe Chatham (Suz SV650); 6. Ted Dohmen (Aprilia RS250).

LIGHTWEIGHT SUPERSPORT AMATEUR: 1. Randy Northcutt (Suz SV650); 2. James Johnston (Suz SV650); 3. Jeff Hughes (Suz SV650); 4. James Ervin (Suz SV650); 5. Aaron Hlavaty (Hon RS250); 6. Sarah Mesa (Suz SV650).

HEAVYWEIGHT SUPERBIKE EXPERT: 1. John Haner (Suz GSX-R750); 2. Ronnie Lunsford (Ducati 996); 3. Dalton Hamilton (Yam YZF-R6); 4. Danny Dominguez (Suz GSX-R750); 5. Dale Love (Suz GSX-R750); 6. Scott Lawson (Suz GSX-R600).

HEAVYWEIGHT SUPERBIKE AMATEUR: 1. Michael Sanchez (Kaw ZX-6R); 2. Chris Waller (Yam YZF-R6); 3. Derick Patman (Suz GSX-R750); 4. Mark Nelson (Yam YZF-R6); 5. Tim Geary (Yam YZF-R6); 6. Todd Thompson (Suz GSX-R750).

MIDDLEWEIGHT SUPERBIKE EXPERT: 1. Ty Howard (Kaw ZX-6R); 2. Troy Green (Yam YZF-R6); 3. Jim Bishop (Yam

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Mauro Cereda (8) leads Grant Lopez (59) in the Unlimited Superbike race at Homestead, before Lopez passed and took off.
Photo by Lisa Theobald.

YZF-R6; 4. Darren Behm (Yam YZF-R6); 5. Scott Stevens (Yam YZF-R6); 6. Marc Gifford (Yam YZF-R6).

MIDDLEWEIGHT SUPERBIKE AMATEUR: 1. David Sanders (Yam YZF-R6); 2. Michael Sanchez (Kaw ZX-6R); 3. Steve Morey (Yam YZF-R6); 4. Chris Headley (Yam YZF-R6); 5. Brian Cox (Yam YZF-R6); 6. Mark Nelson (Yam YZF-R6).

LIGHTWEIGHT SUPERBIKE EXPERT: 1. Laroy Montgomery (Suz SV650); 2. Bradley Champion (Suz SV650); 3. Eric Falt (Suz SV650); 4. Robert Bradlaw (Yam FZR400); 5. Rich Desmond (Suz SV650); 6. Todd Swearingen (Suz SV650).

LIGHTWEIGHT SUPERBIKE AMATEUR: 1. Daniel Sinclair (Hon Hawk); 2. Randy Northcutt (Suz SV650); 3. Paul O'Brien (Yam FZR400); 4. James Ervin (Suz SV650); 5. Gary Sinclair, Sr. (Yam FZR400); 6. Sarah Mesa (Suz SV650).

MIDDLEWEIGHT GP EXPERT: 1. Troy Green (Yam YZF-R6); 2. Ryan Edwards (Suz GSX-R600); 3. Craig Montgomery (Yam YZF-R6); 4. Ty Stranger-Thorsen (Suz GSX-R600); 5. Steve Breen (Yam YZF-R6); 6. Rick Hogge (Yam YZF-R6).

MIDDLEWEIGHT GP AMATEUR: 1. Michael Sanchez (Kaw ZX-6R); 2. Alan Tan (Hon RS125); 3. Mark Nelson (Yam YZF-R6); 4. Randall Bruegger (Hon CBR600F3); 5. Cody Perkins (Yam YZF-R6); 6. Jesse Johnson (Hon RS125).

LIGHTWEIGHT GP EXPERT: 1. Robert Bradlaw (Yam FZR400); 2. Eric Falt (Suz SV650); 3. Laroy Montgomery (Suz SV650); 4. Scott Lawson (Hon RS125); 5. Logan Young (Hon RS125); 6. Scott Levine.

LIGHTWEIGHT GP AMATEUR: 1. Danny Eslick (Hon RS125); 2. Alan Tan (Hon RS125); 3. Daniel Sinclair (Hon Hawk); 4. Jesse Johnson (Hon RS125); 5. Randy Northcutt (Suz SV650); 6. Andrew Temple (Hon RS125).

GRAND PRIX SINGLES: 1. Logan Young (Hon RS125); 2. Alan Tan (Hon RS125); 3. Scott Lawson (Hon RS125); 4. Emmett Dibble (Hon RS125); 5. Jesse Johnson (Hon RS125); 6. Derek Delperio (Yam TZ125).

FORMULA 40 EXPERT: 1. Ronnie Lunsford (Ducati 996); 2. Mike Guillot (Kaw ZX-9R); 3. Ottis Lance (Suz GSX-R750); 4. Mitch Ballard (Yam YZF-R6); 5. Steve Haesemeyer (Hon CBR600F4); 6. Steve Morey (Yam YZF-R6).

SUPERTWINS EXPERT: 1. Robert Bradlaw (Suz SV650); 2. Ronnie Lunsford (Ducati 996); 3. Laroy Montgomery (Suz SV650); 4. Rich Desmond (Suz SV650); 5. Todd Swearingen (Suz SV650).

SUPERTWINS AMATEUR: 1. Heath Small (Ducati 750); 2. Randy Northcutt (Suz SV650); 3. Jeff Hughes (Suz SV650).

SUPER SINGLES: 1. Frank Shacklee (Husky 610); 2. Brian Coker (Honda); 3. Eric Kelcher (Honda).

HEAVYWEIGHT SPORTSMAN: 1. Robert Bradlaw (Suz SV650); 2. Eric Falt (Suz SV650); 3. Laroy Montgomery (Suz SV650); 4. Bradley Champion (Suz SV650); 5. Scott Levine; 6. Rich Desmond (Suz SV650).

MIDDLEWEIGHT SPORTSMAN: 1. Ronnie Gyure (Duc 750); 2. Daniel Sinclair (Hon NT650); 3. Gary Sinclair, Sr. (Yam FZR400).

LIGHTWEIGHT SPORTSMAN: 1. Eric Heddles (Lav 650); 2. Paul O'Brien (Yam FZR400); 3. Brian Coker (Honda).

CLASSIC: 1. Steve Haesemeyer (Hon CBR600F2); 2. Steve Findley (Suz GSX-R750); 3. Gary Sinclair, Sr. (Yam FZR400).

GTO EXPERT: 1. Ty Howard (Kaw ZX-6R); 2. John Haner



The Unlimited Grand Prix podium at Homestead, winner and track record holder Grant Lopez flanked by third-place Mauro Cereda (left) and second-place Shane Prieto.
Photo by Lisa Theobald.

(Suz GSX-R750); 3. Sam McDonald (Yam YZF-R1); 4. Troy Green (Yam YZF-R6); 5. Dale Love (Suz GSX-R750); 6. Scott Foster (Suz GSX-R750).

GTO AMATEUR: 1. Michael Sanchez (Kaw ZX-6R); 2. Mark Nelson (Yam YZF-R6); 3. Kieth Holleman (Suz GSX-R750); 4. Randal Bruegger (Hon CBR600F3); 5. Kenneth House (Suz GSX-R750); 6. Allan Voigt II (Suz GSX-R750).

GTU EXPERT: 1. Ty Howard (Kaw ZX-6R); 2. Troy Green (Yam YZF-R6); 3. Kevin Pate (Kaw ZX-6R); 4. Marc Gifford (Yam YZF-R6); 5. Scott Stevens (Yam YZF-R6); 6. Mark Niemi (Kaw ZX-6R).

GTU AMATEUR: 1. David Sanders (Yam YZF-R6); 2. Chris Waller (Yam YZF-R6); 3. Chris Tuter (Yam YZF-R6); 4. Michael Sanchez (Kaw ZX-6R); 5. Brian Cox (Yam YZF-R6); 6. Steve Morey (Yam YZF-R6).

GT LIGHTS EXPERT: 1. Laroy Montgomery (Suz SV650); 2. Bradley Champion (Suz SV650); 3. Logan Young (Hon RS125); 4. Todd Swearingen (Suz SV650); 5. Eric Heddles (Laverda 650); 6. Derek Delperio (Yam TZ125).

GT LIGHTS AMATEUR: 1. Denny Eslick (Hon RS125); 2. Jesse Johnson (Hon RS125); 3. Randy Northcutt (Suz SV650); 4. Paul O'Brien (Yam FZR400); 5. Sarah Mesa (Suz SV650); 6. Jeff Hughes (Suz SV650).

HEAVYWEIGHT MINI: 1. Jay Deaton (Mori 80); 2. Bryan Norton (Yam TZ80); 3. Jack Giesecke (Kaw KX80); 4. Carlos Lopez (Honda); 5. Scott Lawson (Hon RS80); 6. Ryan Andrews (Kawasaki).

MIDDLEWEIGHT MINI: 1. Stuart Fulton (Yamaha); 2. Randall Smith (Aprilia RS50); 3. Dustin Dominguez (Derbi); 4. Coronado Efen (Aprilia RS50); 5. Glen Massengill (Hon NSR50); 6. Tyler McDonald (Yam YSR50).

LIGHTWEIGHT MINI EXPERT: 1. Freddy Haltom (Yam YSR50); 2. Richard Eads (Yam YSR50); 3. Glen Massengill (Yam YSR50).

LIGHTWEIGHT MINI AMATEUR: 1. Anthony Smith (Yam YSR50); 2. Tyler McDonald (Yam YSR50); 3. Dustin Dominguez (Yam YSR50); 4. Travis Tucker (Yam YSR50); 5. James Eads (Yam YSR50); 6. Joseph Chatham (Yam YSR50).



Shane Prieto (1) runs wide and John Hopkins (21) takes the lead in turn six during the Middleweight Supersport race at Homestead, both riding 2001 GSX-R600 Suzukis.
Photo by Lisa Theobald.

HEAVYWEIGHT PROVISIONAL AMATEUR: 1. Joseph McCamish (Suz GSX-R750); 2. Michael Henry (Suz GSX-R750); 3. Bruce Lacy (Suz GSX-R750); 4. Thad Hasse (Ducati); 5. Tom Thompson (Suz GSX-R750).

MIDDLEWEIGHT PROVISIONAL AMATEUR: 1. Uriah Beard (Hon CBR600F2); 2. John Hyde (Hon CBR600F2); 3. Tony Moore (Hon CBR600F4); 4. Joey Chioco (Hon CBR600F4); 5. Christopher Link (Yam YZF-R6); 6. Andy Andreasen (Hon CBR600).

LIGHTWEIGHT PROVISIONAL AMATEUR: 1. Andrew Temple (Hon RS125); 2. Jeff Hughes (Suz SV650); 3. Shawn Bostwick (Suz SV650); 4. Dave Gorham (Laverda 650); 5. David Warner (Suz SV650); 6. Anna Johnston (Suz SV650).

LIGHTWEIGHT MINI ENDURANCE: 1. We Cheat (Jeff Meads, Bobby Palmer), Yam YSR50, 81 laps; 2. Team Chaos (Richard Eads, Darin Cooley, Steve Craig), Yam YSR50, 81 laps; 3. Moon Racing (Robert Mondshine, Merc Mondshine), Yam YSR50, 79 laps; 4. Full Moon Racing (Marc Mondshine, Robert Mondshine), Yam YSR50, 77 laps; 5. Mystery Dance (Raymond Paris, Byron Lee, Steve Craig), Yam YSR50, 77 laps; 6. Team OZ (Anthony Smith, Russell Hill), Yam YSR50, 76 laps.

MEDIUMWEIGHT MINI ENDURANCE: 1. Team Lean (Danny Mosley, Joshua Mosley), Yam, 91 laps; 2. Motorcycle Plus (Phillip Fish, Jay Singer), Yam, 89 laps; 3. Pegasus Motorsports (Chris Reed, Freddy Haltom), Yam, 88 laps; 4. What The Hell (Jeff Phillips, Dennis Spears), Yam, 87 laps; 5. Gumby (Stuart Fulton, Bradley Champion), Yam, 86 laps; 6. Mini Me (Daniel Sinclair, Steve Sinclair), Hon NSR50, 72 laps.

HEAVYWEIGHT MINI ENDURANCE: 1. Blue Odyssey Racing (Chuck Egle, Scott Lawson), Hon RS80, 104 laps; 2. Team Euro Shop Waco (Ryan Andrews, Mark Andrews), Hon RS80, 100 laps; 3. Uphill Racing (Troy Masure, Niel Grimmer, Richard Hill), Hon RS80, 98 laps; 4. Perpetual Motion (Nick Marcuccio, Lindsey Leard, Bryan Norton), Hon RS80, 96 laps; 5. Other Team (Randy Martin, Steve Breen), Hon RS80, 95 laps; 6. Team Tabora (Carlos Lopez, JR Lopez), Kaw, 79 laps.

CCS AT HOMESTEAD, FLORIDA,
FEBRUARY 10-11

Lopez Wins, Sets Record On GSX-R1000

Grant Lopez took the Suzuki GSX-R1000 to its first race win and first track record, winning the Unlimited Grand Prix race during a CCS

continued on page 56

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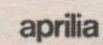


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FIRST PERSON / OPINION:

young gun

By Nicky Hayden

My brother and I had rented a van while we were in California, so we just drove up to Laguna Seca for the test there. My team was only going to be there for two days and only ride our 600s. I'm not going to be riding the 600, but Miguel couldn't ride because his leg isn't quite strong enough yet. I thought that it would be a good chance to get out and get on the bike since I hadn't ridden in a while. I put in some laps and tried to help and make the bike a little bit better if I could. The first day, we were just trying a lot of different settings and going through some different stuff. Our guys from Showa had brought some stuff to try and see what was better and worse. The first day didn't go all that great, but the second day was better.

We got going a little faster and turned some better lap times on the second day. I went a little bit faster than I qualified for the race last year, and the bike was still not very much like the bike that I'm going to ride at Daytona. It's still off a little from what we would race. Basically, they just put a motor in there that we could just go up there and run around on for two days.

I just heard about Aaron Slight riding instead of John Kocinski. I've met Aaron before. He

Here I am with Spider-man and Leeann Tweeden at Universal Studios, for a Motoworld segment.



seemed like a nice enough guy, but I've never raced with him before. I'm sure he's going to be tough. I think he's going to be tougher than John was. I think it's good for our series. Not necessarily having Aaron here, but you just look how deep it is. There's Aaron now, Russell, Gobert, Miguel, Chandler, Mladin. It's gonna be good. It should definitely make the fans interested and bring some people out. It's gonna make us all better riders. My dream is to go to Europe, and three or four years down the road, I'll probably appreciate that I got to race here against guys who were so talented.

It started raining about lunch time on the second day at Laguna. I was able to get out in the rain and make quite a few laps. I have very little rain experience. So it was a pretty good opportunity to get out, cruise around, try and get comfortable and learn a few things. I've never had a chance like that, to just go out in the rain and ride to get comfortable. It was always like a race, or Sunday morning, or qualifying in the rain or something like that.

I was happy with the way it went. I think I did a high 1:50. My brother, Tommy, Eric (Bostrom) and those guys were about the same. Nobody got in the 1:49s. I was almost as fast as anybody. Compared to the last time I rode there in the rain, that was a big improvement. We got to run on the DOT rains. I could not believe how good they were! I remember racing there in the rain in 1999. It was miserable racing there in the rain on regular DOTs. But these tires were fun to ride on. You could slide around a little bit. I think the AMA made a good decision to go to rain tires. It's something that they should've done a few years back though. If they have a wet race now in the 600 class, it should be pretty exciting.

My team was only at Laguna for two days, but Tommy was there for four days. So with one of the extra days, I went and visited Corbin since those guys are sponsoring me when I dirt track next year. I walked around, met a few people, got to see the facility. It was kind of neat. I didn't realize how much went into making seats. I got to drive one of their electric cars. It was kind of small, but it was pretty cool.

We went to Doug Chandler's house for a couple of days. The weather was bad for the first couple of days, but we got to ride one day. This guy Doug knows has got these five, identical 250cc dirt trackers. The guy has a TT course built into the side of a hill. There were a bunch of guys out there riding: Jeff Haney, Doug, my brother, and a

bunch of other guys. We got to ride all day. It was so much fun!

We went up to Sears Point and basically wasted our time for the most part. We didn't get on the track for two days. That was a huge disappointment. I really wanted to ride there because it seems like when we were there for the race last year, we struggled a little bit. We could have definitely used some track time there for me and the bike. It was bad, but they say that they'll have it fixed for the race. They're putting in drainage things because we can't really afford to have something happen again like last year. That wasn't cool. They said that it would be fixed for sure, that there's nothing to even worry about.

The first day it rained at Sears, we went to find something to do. I guess Chandler's new hobby now is rock climbing. It seems like he picks up something new to do all of the time. Eric Bostrom's into it now, too. So Doug, Eric, my mechanics Dan and Darren, and I went to this indoor rock climb-

ing facility where they have ropes and stuff and you can climb around like monkeys. It was something different so it was kind of fun. It's definitely hard. They've got easier walls and stuff to start out on. It's something that you get better at with more practice.

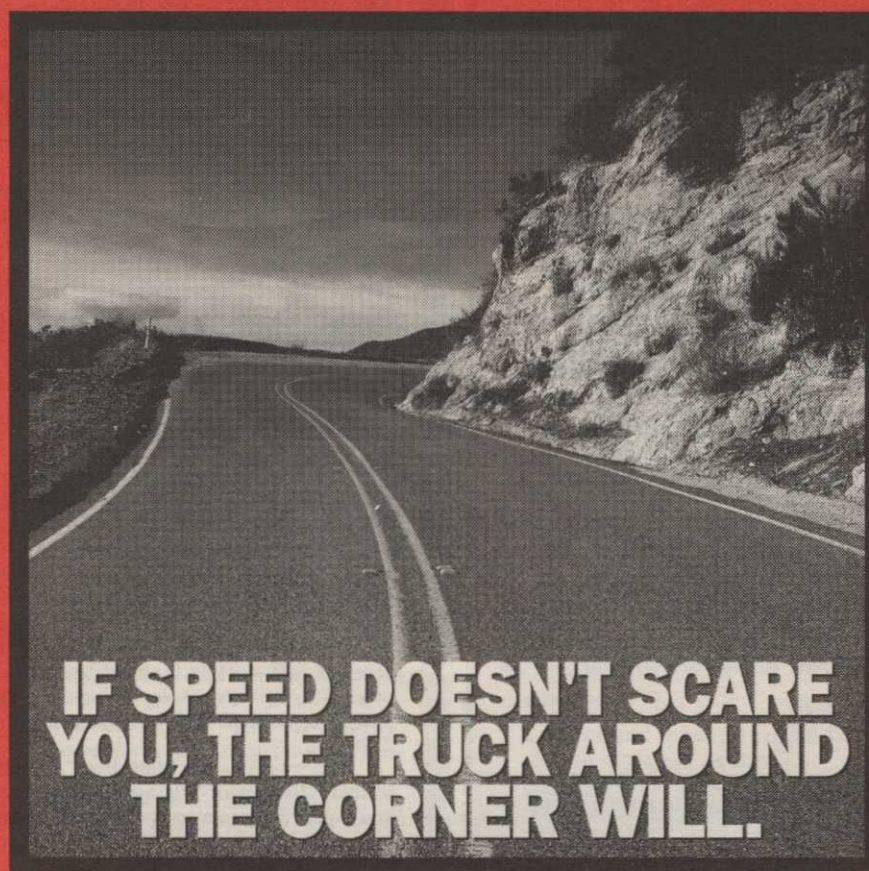
Tommy and I went back down South to Dan's house. We still had our dirt bikes. We just went riding every day for the next week or so until we came home. We just rode a bunch of different tracks like Elsinore, Perris, Star West, Glen Helen, and places like that. We went mountain biking a few times with Dan. One day, I went to Universal Studios since those guys are sponsoring us this year. Miguel, Ezra Lusk and I went out there and did a little thing for Motoworld. Basically, we just walked around and took pictures. We went on a ride and let Motoworld film it. We went on this water ride, "Jurassic Park". The place is really neat. I got to meet some people from Universal Studios, and Leeann Tweeden was there hosting the thing for Motoworld.

We also got to go to the second two Supercross races at Anaheim. Mick Doohan was there in the Honda truck. That was cool to meet him. Last month, I got to meet Eddie Lawson. This month I got to meet another World Champion. That was definitely a highlight of the night. I got to shake his hand and say, "Hi. How you doing?" that kind of thing. At the other Anaheim Supercross, I got to meet Joey (Matt LeBlanc) from the TV show "Friends". I guess he's into bikes quite a bit, and he seemed to be a pretty nice guy.

As far as racing goes, I've said it before and I'll say it again, dirt track is something that I love to do. Superbikes are awesome. They're my favorite thing. I like road racing the best, but racing 14 times a year isn't enough for me. I want to race more than that. I'd race every weekend if I could. I think it makes me a better road racer. So we have our own dirt track racing team now. The team will be there for just me and Rog. I think the name of team will be Corbin Racing under Dave Burks Motorsports. Dave Burks will be the team manager and in charge of all of it. Carl Patrick is going to be building the motors and bikes. My goal is to win a TT and a Mile. Next year, I think there's two TTs and five Miles. I'm going to try to run both TTs, three or four of the Miles, and about 12 flat tracks total. It's gonna be tough, but that's my goal. Since I've won a Superbike race, a half-mile, and a short track, I'm trying to complete the Grand Slam. That's what I'm shooting for. I'm definitely looking forward to running the dirt tracks. Most of the tracks are so close to my house that I can just jump in the truck and drive to them Friday night. A lot of them are within about 4-6 hours of my house. We leave around lunch time Friday, and we head home right after the race Saturday night. We get home late Saturday night and get up for church Sunday morning. That makes things a lot easier and more fun.

Now I'm home for a couple of days before the Indy Dealer Show. There's no more testing before Daytona. We haven't gotten a lot done as far as testing, but everybody has been having trouble with the weather. It's not gonna matter when it comes time to race. I feel that I'm prepared, and I'm really excited about going back to Daytona. I hope to see all of you fans at the races.

RW



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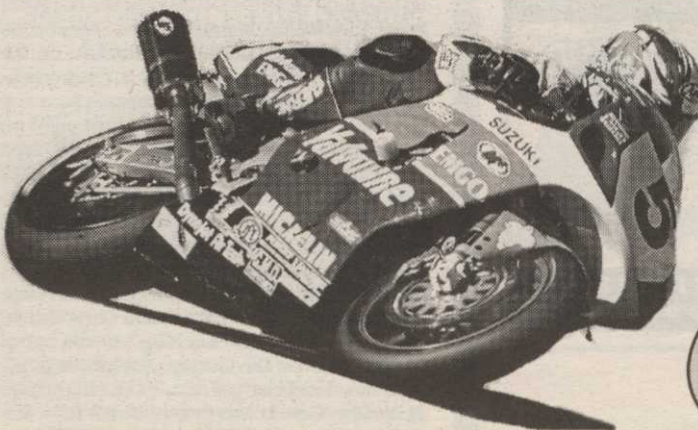
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CCS Homestead

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Florida Regional event at Homestead Miami Speedway.

Lopez, who had set the previous record at Homestead in December of 1999 on an 840cc GSX-R750 Formula Xtreme bike, broke the record three times during the six-lap race, eventually setting it at 1:26.62. The old record was 1:27.00.

"If I had another 30 minutes on it I'm sure I could have gone another second quicker," said Lopez after the short race, in which he started well back on the grid, which was determined by entry date. Lopez had gotten just three laps of practice on the machine Sunday morning, sharing it with teammate John Hopkins during the single 15-minute practice session. Team Valvoline EMGO Suzuki mechanics changed the machine's front end and altered its set-up Saturday evening after practice, replacing the stock front forks with a set of Ohlins racing forks.

The bike Lopez rode was in mild Formula Xtreme trim, running Performance Machine wheels, Michelin slicks and a close-to-stock engine with fuel-injection reprogramming and an M4 muffler on the stock head pipes and collector. Still, the bike is already making more power than the fully-developed, highly-modified 840 Lopez raced in Formula Xtreme in 1999 and 2000.

Lopez broke away from strong challenges by local stars Shane Prieto and Mauro Cereda and pulled away to a several-second margin of victory. Local star Marco Martinez was fourth followed by Texan Ben Spies, local star Manny Manusuthakis, California's Chris Ulrich, local stars Mike Ciccotto and David McIntyre, and AMA 250cc GP Champion Chuck Sorensen of California. Carlos Macias of Florida was 11th, with Jason DiSalvo 12th.

Lopez also won the Heavyweight Superbike race on a Formula USA-spec GSX-R750 ahead of Cereda and Spies.

In other action at Homestead, DiSalvo won the Lightweight Grand Prix race, marking the first victory for a 2001 Honda RS250, with Sorensen three seconds behind at the finish on a TZ250 Yamaha.

The Expert GTO race saw Prieto take his 2001 Suzuki GSX-R750 to victory ahead of 16-year-old Spies, with Hopkins, who had collided with Ciccotto on the first lap and had been delayed aboard the GSX-R1000, coming close to catching Spies at the line. Prieto repeated this victory pattern twice in the short, six-lap races, taking advantage of better grid positions, stronger starts and near-flawless riding to beat Spies again in both Unlimited Supersport and Heavyweight Supersport.

Riding his 2001 GSX-R600, 17-year-old Hopkins was unstoppable, winning three Middleweight races with Prieto, also on a GSX-R600, second in both the Middleweight Supersport and Middleweight Superbike. Martinez was second in Middleweight Grand Prix, followed by DiSalvo.

The weekend was one of vindication for CCS Florida Region Overall Champion Prieto, who was summarily dropped by sponsor Dilligaf Racing the Monday before the race weekend and replaced by Manny Manusuthakis, with Mike Ciccotto also riding Suzukis fielded by Dilligaf.

Shane Prieto and his brother (and tuner) Shawn picked up two new Suzukis Tuesday night at 7:00 p.m., sent the chassis to GMD Computrack for set up, had the GSX-R750 ready to go Thursday morning and the GSX-R600 ready to go Friday morning. The pair showed up at the track on Saturday under the Prieto Racing banner and Shane Prieto went on to beat Manusuthakis and Ciccotto every time he raced them on the track.

Cereda led at the start of the GTO race on his Think Pink! GSX-R750, chased by Prieto, Spies, Rick Narup, Manusuthakis, Lopez on his Formula USA GSX-R750, and Hopkins on the GSX-R1000; Hopkins narrowly missed crashing when Ciccotto tried an underneath pass and T-boned Hopkins entering tight turn eight on the first lap, with Ciccotto crashing. Two laps later Prieto led Spies, Lopez, Cereda and Hopkins, and Manusuthakis had pitted with handling problems. Another lap and Lopez was at the side of the track, his bike having popped a fuse. With one lap to go in the six-lap race, Prieto led Spies by about four seconds with Hopkins gaining ahead of Cereda and Chris Ulrich, and when Spies pulled a long wheelie out of the final turn on the last lap, Hopkins kept his head down and charged, almost catching Spies at the line. Cereda was fourth, Ulrich fifth. Prieto's best lap in the GTO race was a 1:27.9, on DOT-labelled Pirelli tires.

In Unlimited Supersport, Prieto jumped out front immediately as Spies was boxed in off

the grid. Spies worked into second place and closed the gap to Prieto to about four seconds at the finish line, with Marco Martinez third followed by Cereda and Ciccotto, all riding GSX-R750 Suzukis.

The Middleweight Supersport race started with Hopkins on row four of the grid and Steve Patterson, winner of the 1993 Suzuki GSX-R600 Cup Final now making his racing comeback after four years out of racing, on the fifth row. Prieto passed Manusuthakis in turn one to start the second lap, and by the end of the lap Prieto led a charging Hopkins by two seconds with Martinez, Manusuthakis and Patterson in pursuit. One lap later Hopkins was a second closer, and on lap four Hopkins pulled even with, then went past, Prieto into turn six as Prieto ran wide. At the finish line Hopkins had two seconds on Prieto, who in turn was seven seconds ahead of Martinez, who had five seconds on Manusuthakis with Patterson and Dilligaf's McIntyre another seven seconds back.

The Lightweight GP race saw GP Tech Yamaha's Simon Turner and Chuck Sorensen face off against Alien Racing's Jason DiSalvo, DiSalvo on a newly-A-kitted 2001 Honda RS250 and Turner and Sorensen on TZ250 Yamahas. Turner led DiSalvo and Sorensen at the end of the first lap, with Greg Esser well behind in fourth. DiSalvo was right on Turner's rear wheel coming onto the front straightaway to end lap two, and passed Turner into turn one to start lap three. Who was at fault in what happened next was subject to debate, but Turner passed DiSalvo into turn two, the pair collided, and Turner crashed. DiSalvo ran out to a three-second margin of victory over defending AMA 250cc Grand Prix Champion Sorensen, with Esser third ahead of Columbia's Juan Carlos Jurado on a TZ250 and Costa Rica's Leon Cortes on a Honda RS250. DiSalvo's winning lap times were 1:30s.

Manusuthakis led at the start of the Heavyweight Supersport race but by the end of the first lap Prieto was out in front of Cereda, Spies, Manusuthakis, Martinez and Ulrich, and one lap later Prieto led Spies with Cereda, Manusuthakis, Martinez and Ulrich locked into a battle for third. By lap five Ulrich had passed Martinez and Cereda and was challenging Manusuthakis. At the finish it was Prieto over Spies by two seconds with Manusuthakis barely holding off Ulrich for third, followed by Martinez and Cereda. All were on GSX-R750 Suzukis.

Cereda won the SuperTwins race on an Aprilia RSV Mille SP, turning 1:33s.

Prieto again jumped out front in the Middleweight Superbike race, but this time Hopkins was into second place by the end of the first lap, albeit two seconds back. By the end of the third lap Hopkins had cut Prieto's advantage to one second, and Hopkins passed Prieto at the start/finish line at the end of lap four. On the last lap the pair encountered heavy traffic and Prieto closed up, challenging in the drive out of the final turn but not getting past Hopkins in the run to the line.

Lopez nailed the start in Heavyweight Superbike, riding his Formula USA GSX-R750 on DOT-labelled Michelins, with Spies initially second but soon getting passed by Cereda. Cereda and Spies stayed close to Lopez for three laps with Martinez and McIntyre battling behind them and Ulrich gaining from a terrible start. At the finish, Lopez won by two seconds ahead of Cereda and Spies, Martinez and McIntyre, and Ulrich.

The Middleweight Grand Prix race saw Hopkins shoot from row four to second place behind Martinez before turn six, and Hopkins took first on the back straight. By the end of the second lap Hopkins had three seconds on Martinez, who in turn had four seconds on Bryce Lawmaster, Kevin LaCombe and DiSalvo. DiSalvo was past Lawmaster and LaCombe two laps later and at the finish it was Hopkins by seven seconds with Martinez 10 seconds ahead of DiSalvo and DiSalvo three seconds ahead of battling Lawmaster and LaCombe.

Cereda stepped it up for the Unlimited Grand Prix race, leading off the start and across the line the first time, and when Lopez passed Cereda heading toward turn six on the second lap, Cereda repressed on the brakes. Lopez barely passed Cereda again before turn eight, Cereda repressed on the brakes, then Cereda almost high-sided at the exit onto the back straight and lost the lead for good.

Meanwhile, Prieto was moving forward and Manusuthakis, who had been second early on the first lap, was falling back. Prieto passed Cereda and both hung with Lopez until lap four, when Lopez broke the track record and pulled a gap. At the finish of the six-lap race, Lopez had four seconds on Prieto, who had another four seconds on Cereda, who in turn was followed by Martinez, Spies, Manusuthakis, Ulrich and Ciccotto, Spies and Ulrich having spent most of the race trying to find a way past Ciccotto.

In the race, Lopez backed up his record lap

of 1:26.62 with a 1:26.68 and a 1:26.70.

Following the Unlimited Grand Prix race, a gracious Prieto thanked his brother and Crew Chief Shawn, his wife and his entire family and friends for their support. Cereda was happy to have led and to have raced for the lead, and thanked C.J. Czaia for putting together his new team. Cereda ran on Dunlop slicks while Prieto ran DOT-labeled Pirellis.

"I was pretty comfortable on the bike," said Lopez of the GSX-R1000. "It is new to me but it is a Suzuki, and this is just the tip of the iceberg. This thing is going to be fast. Those other guys in Formula Xtreme are going to be in trouble this year."

RESULTS

UNLIMITED GRAND PRIX: 1. Grant Lopez (Suz GSX-R1000); 2. Shane Prieto (Suz GSX-R750); 3. Mauro Cereda (Suz GSX-R750); 4. Marco Martinez (Suz GSX-R750); 5. Ben Spies (Suz GSX-R750); 6. Manny Manusuthakis (Suz GSX-R750); 7. Chris Ulrich (Suz GSX-R750); 8. Mike Cicotto (Suz GSX-R750); 9. David McIntyre (Suz GSX-R750); 10. Chuck Sorensen (Yam TZ250); 11. Carlos Macias (Duc 996); 12. Jason DiSalvo (Hon RS250); 13. Rick Narup (Suz GSX-R750); 14. Patrick Weekley (Yam YZF-R1); 15. Jim Phokken (Suz GSX-R750).

UNLIMITED SUPERSPORT EXPERT: 1. Shane Prieto (Suz GSX-R750); 2. Ben Spies (Suz GSX-R750); 3. Marco Martinez (Suz GSX-R750); 4. Mauro Cereda (Suz GSX-R750); 5. Mike Cicotto (Suz GSX-R750); 6. David McIntyre (Suz GSX-R750).

UNLIMITED SUPERSPORT AMATEUR: 1. Jeremy Haiduk (Suz GSX-R750); 2. Frank Potucek (Suz GSX-R750); 3. Pedro Gonzalez (Yam YZF-R6); 4. Sven DeSouza (Suz GSX-R750); 5. John Riggins (Hon RC51); 6. Alvaro Orozco (Suz GSX-R750).

HEAVYWEIGHT SUPERSPORT EXPERT: 1. Shane Prieto (Suz GSX-R750); 2. Ben Spies (Suz GSX-R750); 3. Manny Manusuthakis (Suz GSX-R750); 4. Chris Ulrich (Suz GSX-R750); 5. Marco Martinez (Suz GSX-R750); 6. Mauro Cereda (Suz GSX-R750).

HEAVYWEIGHT SUPERSPORT AMATEUR: 1. Jeremy Haiduk (Suz GSX-R750); 2. Darren Luck (Suz GSX-R750); 3. Frank Potucek (Suz GSX-R750); 4. Phillip Erickson (Yam YZF-R6); 5. David Moscoso (Suz GSX-R750); 6. Sven DeSouza (Suz GSX-R750).

MIDDLEWEIGHT SUPERSPORT EXPERT: 1. John Hopkins (Suz GSX-R600); 2. Shane Prieto (Suz GSX-R600); 3. Marco Martinez (Suz GSX-R600); 4. Manny Manusuthakis (Suz GSX-R600); 5. Steve Patterson (Suz GSX-R600); 6. David McIntyre (Suz GSX-R600).

MIDDLEWEIGHT SUPERSPORT AMATEUR: 1. Steve Craft (Yam YZF-R6); 2. Gabreal Palmer (Yam YZF-R6); 3. Ken Roman (Yam YZF-R6); 4. Andre Bibeau (Yam YZF-R6); 5. Mark Hamilton (Yam YZF-R6); 6. Justyn Bradley (Yam YZF-R6).

LIGHTWEIGHT SUPERSPORT EXPERT: 1. Keith Gallias (Suz SV650); 2. George Reavis (Suz SV650); 3. Stephen Bolden (Suz SV650); 4. Todd Keese (Suz SV650); 5. John Linder (Suz SV650); 6. Michael Hale (Suz SV650).

LIGHTWEIGHT SUPERSPORT AMATEUR: 1. Alfonso Rodriguez (Suz SV650); 2. Dennis Bonneau (Suz SV650); 3. Jorge Acosta (Hon NT650); 4. Erin Moran (Apr RS250); 5. Michael Buckmire (Suz SV650); 6. Darla Diane Martinelli (Suz SV650).

HEAVYWEIGHT SUPERBIKE EXPERT: 1. Grant Lopez (Suz GSX-R750); 2. Mauro Cereda (Suz GSX-R750); 3. Ben Spies (Suz GSX-R750); 4. Marco Martinez (Suz GSX-R750); 5. David McIntyre (Suz GSX-R750); 6. Chris Ulrich (Suz GSX-R750).

HEAVYWEIGHT SUPERBIKE AMATEUR: 1. Jeremy Haiduk (Suz GSX-R750); 2. Darren Luck (Suz GSX-R750); 3. Phillip Erickson (Yam YZF-R6); 4. Andrew Abel (Kaw ZX-7R); 5. German Vacca (Yam YZF-R6); 6. Joseph Williams (Yam YZF-R6).

MIDDLEWEIGHT SUPERBIKE EXPERT: 1. John Hopkins (Suz GSX-R600); 2. Shane Prieto (Suz GSX-R600); 3. Marco Martinez (Suz GSX-R600); 4. Mike Cicotto (Suz GSX-R600); 5. David McIntyre (Suz GSX-R600); 6. Steve Patterson (Suz GSX-R600).

MIDDLEWEIGHT SUPERBIKE AMATEUR: 1. Ken Roman (Kaw ZX-6R); 2. Steve Craft (Yam YZF-R6); 3. Andre Bibeau (Yam YZF-R6); 4. Mark Hamilton (Yam YZF-R6); 5. Justyn Bradley (Yam YZF-R6); 6. Pedro Gonzalez (Yam YZF-R6).

LIGHTWEIGHT SUPERBIKE EXPERT: 1. Dwight Lewis (Hon NT650); 2. Keith Gallias (Suz SV650); 3. George Reavis (Suz SV650); 4. Todd Keese (Suz SV650); 5. Stephen Bolden (Suz SV650); 6. John Linder (Suz SV650).

LIGHTWEIGHT SUPERBIKE AMATEUR: 1. Alfonso Rodriguez (Suz SV650); 2. Keith Sanderson (Suz SV650); 3. Erin Moran (Apr RS250); 4. Robert Smith (Hon NT650); 5. Dennis Bonneau (Suz SV650); 6. Paul Morgan (Duc 650).

MIDDLEWEIGHT GRAND PRIX EXPERT: 1. John Hopkins (Suz GSX-R600); 2. Marco Martinez (Suz GSX-R600); 3. Jason DiSalvo (Hon RS250); 4. Bryce Lawmaster (Yam YZF-R6); 5. Kevin LaCombe (Yam YZF-R6); 6. Mark Zaremskas (Yam YZF-R6).

MIDDLEWEIGHT GRAND PRIX AMATEUR: 1. Gabreal Palmer (Yam YZF-R6); 2. Justyn Bradley (Yam YZF-R6); 3. Mark Hamilton (Yam YZF-R6); 4. David Verdecchia (Yam YZF-R6); 5. Ken Roman (Kaw ZX-6R); 6. Kenneth Grimm (Hon CBR600F4).

LIGHTWEIGHT GRAND PRIX EXPERT: 1. Jason DiSalvo (Hon RS250); 2. Chuck Sorensen (Yam TZ250); 3. Greg Esser (Hon RS250); 4. Juan Carlos Jurado (Yam TZ250); 5. Leon Cortes (Hon RS250); 6. Richard Capobianco (Yam TZ250).

LIGHTWEIGHT GRAND PRIX AMATEUR: 1. Jorge Acosta (Hon NT650); 2. Ralf Hellstrom (Hon RS250); 3. Keith Sanderson (Suz SV650); 4. Erin Moran (Apr RS250); 5. Robert Smith (Hon NT650); 6. Asiel Saez (Yam TZ250).

SUPERTWINS EXPERT: 1. Mauro Cereda (Apr RSV1000 SP); 2. Nelson Perez (Duc 748); 3. Doug Gross (Duc 996); 4. Andres Perez (Duc 996); 5. Joe Delaney (Duc 996); 6. Nelson Suarez (Duc 996).

SUPERTWINS AMATEUR: 1. John Riggins (Hon RC51); 2. Keith Sanderson (Duc 888); 3. Joseph Bennardi (Suz TL1000); 4. Kevin Lohmann (Duc 996); 5. Thomas Smith (Lav 650).

SUPERSINGLES: 1. Justin Long (Hon 660); 2. Pierre LaCasse (Spndn 660); 3. Bill Annetts (Muz 720).

GRAND PRIX SINGLES: 1. Jonathan Vaillancourt (Hon RS125); 2. Manuel Zambrana (Hon RS125); 3. Steve Wenner (Hon RS125); 4. Michael Morella (Hon RS125); 5. Barrett Long (Yam TZ125); 6. Shane Ernst (Hon RS125).

FORMULA 40 EXPERT: 1. Rick Shaw (Suz GX-R750); 2. Edward Lis (Suz GSX-R750); 3. Jimmy Shelton (Yam YZF-R6); 4. John Long (Suz GSX-R750); 5. Francisco Gomez (Yam YZF-R6); 6. James Graham (Suz GSX-R750).

FORMULA 40 AMATEUR: 1. Devid White (Yam YZF-R6); 2. Robert Enriquez (Kaw ZX-6R); 3. Robert Caro (Suz GSX-R750).

HEAVYWEIGHT SPORTSMAN: 1. John Long (Duc 900); 2. John Costa (Buell 1200); 3. Francisco Gomez (Suz SV650); 4. Gregory Lynch (Hon NT650); 5. Matthew Batson (Yam FZR600); 6. Robert Kesler (Suz SV650).

MIDDLEWEIGHT SPORTSMAN: 1. Dwight Lewis (Hon NT650); 2. Gregory Lynch (Hon NT650); 3. Brian Saieva (Apr RS250); 4. Ben Matheson (Apr RS250); 5. Erin Moran (Apr RS250); 6. Tommy Gonzalez (Apr RS250).

LIGHTWEIGHT SPORTSMAN: 1. Todd Ross (MG 850); 2. Chuck Quenzler III (Yam 400); 3. Pierre LaCasse (Sndn 660); 4. Bill Annetts (Muz 720); 5. Charles Easterling (Yam 350); 6. Thomas Smith (Lav 650).

GTO EXPERT: 1. Shane Prieto (Suz GSX-R750); 2. Ben Spies (Suz GSX-R750); 3. John Hopkins (Suz GSX-R1000); 4. Mauro Cereda (Suz GSX-R750); 5. Chris Ulrich (Suz GSX-R750); 6. Marco Martinez (Suz GSX-R750).

GTO AMATEUR: 1. Jeremy Haiduk (Suz GSX-R750); 2. Darren Luck (Suz GSX-R750); 3. Frank Potucek (Suz GSX-R750); 4. David Verdecchia (Yam YZF-R6); 5. Phillip Erickson (Yam YZF-R6); 6. David Moscoso (Suz GSX-R750).

GTU EXPERT: 1. Simon Turner (Yam TZ250); 2. Shane Prieto (Suz GSX-R600); 3. Marco Martinez (Suz GSX-R600); 4. Jason DiSalvo (Hon RS250); 5. Manny Manusuthakis (Suz GSX-R600); 6. Bryce Lawmaster (Yam YZF-R6).

GTU AMATEUR: 1. Gabreal Palmer (Yam YZF-R6); 2. Steve Craft (Yam YZF-R6); 3. Ken Roman (Kaw ZX-6R); 4. Andre Bibeau (Yam YZF-R6); 5. Mark Hamilton (Yam YZF-R6); 6. Justyn Bradley (Yam YZF-R6).

GT LIGHTS EXPERT: 1. Keith Gallias (Suz SV650); 2. Todd Keese (Suz SV650); 3. Dwight Lewis (Hon NT650); 4. George Reavis (Suz SV650); 5. Jonathan Vaillancourt (Hon RS125); 6. John Linder (Suz SV650).

GT LIGHTS AMATEUR: 1. Alfonso Rodriguez (Suz SV650); 2. Jorge Acosta (Hon NT650); 3. Dennis Bonneau (Suz SV650); 4. Steve Pennington (H-D 1200); 5. Edward Alvarado (SV650); 6. Erin Moran (Apr RS250).

HEAVYWEIGHT VINTAGE: 1. Chuck Quenzler III (Yam 400); 2. Sakis Vasilopoulos (Yam 400); 3. Michael Perry (Yam 350); 4. William Spinks (Yam 350); 5. Scott Turner (Hon 350).

LIGHTWEIGHT VINTAGE: 1. Scott Turner (Hon 350); 2. Sakis Vasilopoulos (Ossa 175); 3. James Ford (Yam 250).

WEA AT TALLADEGA, ALABAMA
FEBRUARY 10-11

Batey Stars In WERA Season Opener At Talladega

By Jamie Guffey

The first round of the 2001 WERA Sportsman Regional Series saw Tray Batey win two races on his Blackmans Racing Aprilia RSV Mille R and come close to breaking his own track record as well. Other stars who showed up for some pre-National-season testing included Blackmans' Mike Himmelsbach and Chris Carr, Arclight Suzuki's Lee Acree, and Larry Denning.

Himmelsbach and Carr arrived on Friday to break in a 2001 Aprilia RSV Mille R and an Aprilia Cup Challenge Series RS250. Carr left on Saturday morning when the team experienced mechanical trouble with the RS250. "Chris only came down for Friday and was going to ride

continued on page 62

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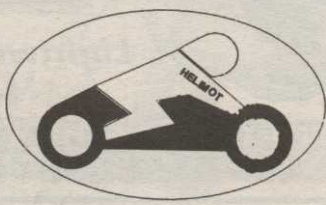
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FIRST PERSON/ OPINION:

Getting Closer: A Non-racer/Worker/ Fan Gets On The Racetrack

By Hayley C. Ulrich

Going to motorcycle road races has always been a big part of my life. Some of my first memories are of my younger brother, Chris, and me hanging out with my dad, John Ulrich, and meeting the likes of Greg "Original Z-Man" Zizza, Russ Paulk, Keith Perry, Dave Schlosser, Michael Martin, Mike Smith and the infamous Chuck Graves and Tom Houseworth (not the best influences....they taught my then-12-year-old brother the joys of driving on the freeway with a "Show

me that I just didn't get what all the excitement was about.

And I know I wasn't alone. There are four kinds of people that frequent racetracks...racers, those who support racers and the motorcycle/racing industry (workers), the fans, and those who simply accompany any of the people in the former three categories. My mom, who shared my plight, had befriended many of these non-racer/worker/fans. They were everywhere. I thought we were all beyond help, doomed to eternal cluelessness about road racing.

All this changed last year when, concerned about my pending move to Germany and the potential of being a Californian having to drive in snow, I opted to attend a driving school. At first I was looking to the Bridgestone Snow Driving School, but my budget could not support the school and a trip to Colorado. And they didn't return my



Hayley Ulrich's class at the Fast Lane Racing School, with Ulrich at far left.

us your tits" sign, during a road trip to Nelson Ledges). Equally, I have memories of my brothers and I racing ATVs and dirt bikes in desert kiduros (a kid version of an off-road enduro), on Pismo Beach, and in our back yard. When I was 10, Dad recruited me to keep score for his team at the races, including working at the 24-hour WERA races. When I was 15, Dad sent me to tour the country's racetracks, promoting *Roadracing World*. After all of this time at the track, watching racing and meeting men and women who loved racing so much that they dedicated and risked their lives for the love of the sport, it was overly apparent to

phone calls and e-mails anyway. My dad then told me about "Danny McKeever's Fast Lane Racing School" at Willow Springs in Rosamond, California. It was not a snow driving school, but the location was right and my dad said they taught skid control.

When I arrived at the school, I was surprised at the variety of classmates I encountered. There were two ladies in their mid-40s looking to do something exciting and different. There were about five racers, looking for some track time and some extra pointers from the school staff of former professional racers. Three of these men frequently attended the school for practice. Other students included a group



The fleet of Fast Lane Racing School Toyota Celicas, stored between classes.

Photo by Brian J. Nelson

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of guys in their 30s, and one's high-school-aged daughter. They had come because they loved racing and thought it would be a good way to teach the high-schooler better driving. They said they raced speedway.

However, the most interesting student was 25-year-old Natalia, whose tall, thin frame and pretty face made her look like a model. Natalia had just immigrated from Russia and was interested in becoming a professional race car driver. The funny thing about Natalia was that she honestly thought that she could just show up at a race-track and someone would offer her a ride once she got the hang of it. She didn't even know how to drive at all. She spent most of her track time just learning how to shift. I explained to her that even though I didn't know the race car business, I knew that in motorcycle racing, successful riders usually start riding bikes when they're children and struggle for many years on their own before a sponsor offers them any significant sponsorship. However, my advice fell upon deaf ears, as Natalia was determined to learn how to shift and to become a professional race car driver.

We began the school by learning the basics, everything from seating position to tire contact patches to cornering techniques. I was especially impressed at the amount of track time I got (a total of nine hours in two days), as well as the availability of instructors to coach students through the courses. At the beginning of the school, students followed instructor cars around the course. By the end of the first day, instructors sat in the passenger seat of each student's car and actually coached students while they were driving. The class first learned to drive on the Streets of Willow, and then moved onto the big course at Willow Springs. The instructors gave hands-on instruction on braking, shifting, and skidding (including a stunt-skidding block).

I gained a new appreciation for racing as I was positioning myself for the correct line and slowing down going into turn five, so that I could get the most speed out of turn six (and trying to fathom what this would be like on a motorcycle). Racing really is exciting. A few years ago, I would describe racing as, "Bikes going around and around and around in a circle. Too easy and way boring!" But after being on the track at Willow, I suddenly understood why my dad has dedicated his entire life to the sport and why my little brother trains as hard as he does. Racing is life or death, high speeds, cash money, incredible talent (riders and mechanics), real broken bones and real heroes. I know every racer is thinking, "of course, everyone knows that." But the truth is that not everyone gets it. The most enjoyment from going to the races stems from knowing what it feels like to be on the track and understanding what the racer is feeling as he (or she) works to bring his (or her) lap times down. To the non-racer/worker/fans out there who have never raced, do something as soon as you can! Get out on a track and really start enjoying racing.

The Fast Lane Racing School can be reached at (661) 948-4448, www.raceschool.com.

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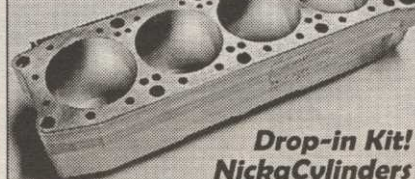
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Letters

continued from page 8

Thursday practice as well as any other practice for the weekend would be beneficial to get acclimated to a track I have never ridden and a new racebike.

I am truly a privateer with 99 percent of my support coming from my own paycheck! It is not like I have millions or even thousands of dollars to spend changing my program or making trips around the country for practice time.

If the Laguna Pro Thunder event is scraped, my season is effectively ruined, as I do not have thousands of dollars to purchase a bike that could compete in a class they deem worthy of the event. If the class does end up running during the event the added practice day will prove invaluable in bike set-up and rider acclimation to the track.

Members should be entitled to all the same benefits and privileges, shouldn't they?

Tony D'Augusta
San Diego, California

The Pro Thunder class is being run at Laguna Seca....John Ulrich, Editor.

Paling In Comparison

I can't with good conscience accept your offer of a year of your publication for free. There wasn't much time left on my ARR (American Road & Racing) subscription and it really paled in comparison to your magazine.

Roadracing World has almost single-handedly made a motorcycle enthusiast out of me. From the first issue I read, perhaps three years ago, I was hooked. Your fine articles, racing coverage, and leading-edge technology stories consume many days of every month and in the end seem all too short.

I like your no-bull, no-favorites approach to writing. Your writers are second-to-none. Why, they even make endurance racing exciting to read about.

I'm a 49-year-old, who purchased his first road bike, a '96 FZR600, less than three years ago and since then have gone to several AMA road races as well as two World Superbike races. Thank you for kindling in me a continuing (almost compulsive) interest in a most under-rated sport. Chris Ulrich and those like him are real warriors. Keep up the great work! Also find a check enclosed, to help cover costs.

John P. Crane
Carson City, Nevada

Paid subscribers to the failed-and-out-of-business ARR were offered fulfillment of their subscription with issues of Roadracing World....John Ulrich, Editor.

Must Have TL1000R Info

Since your publication is the virtual lifeblood of information about what goes on in motorcycle road racing in the U.S., I am writing to you with a request.

Suzuki's TL1000R has been treated by them pretty much like a bastard daughter ever since it was first released in 1998, much to the consternation of an admiring group of owner/enthusiasts. I am sure American Suzuki was a great deal less-than-pleased when a TL-R won the "1100" race at the 1999 Suzuki Cup races—didn't see that race win publicized afterward, did we?

But given that your magazine is the only way to keep up with the win-in-spite career of this motorcycle, could I ask if it would be possible to do an article on what people like Mark Junge, David Garrison, Tray Batey, Scott Harwell, Edward Yetter and Wrenn Smith have done to make/keep this machine competitive absent direct support from Suzuki? I think it'd be an interesting exercise, if only to show the ingenuity required to add that extra bit to a machine that the factory almost but not quite devel-

oped and then apparently abandoned.

If this is possible, thanks from me and all the rest of the TL-R people out here who are contemplating going racing for less than an RC51 or 996 price class.

Norman Gaines Jr.

Hartsdale, New York

The race Mr. Gaines is referring to the TL-R as winning was actually called the "Open" class, and Suzuki took out a full page ad in Roadracing World publicizing the winners of all three 1999 Suzuki Cup classes. The TL-Rs ridden by the riders Mr. Gaines refers to are very close to stock. Most have the basic Super-sport/Superstock modifications consisting of a different exhaust, re-mapping the fuel injection, aftermarket shock, modified forks, braided brake lines, different pads, and maybe a tank full of high quality race gas. The reason that these machines see success is more dependent on the contingency money being offered by Suzuki attracting the riding talent of riders like Batey, Junge, Mike Cicotto, Scott Harwell, etc.David Swarts, Special Projects Editor.

Wants To Race

Thank you for publishing such a fine magazine.

I am a newer sportbike rider that has recently got the itch to try racing. This Spring I intend to attend a Keith Code school. Beyond this first step, I have no idea what to do next.

I think an article explaining how to get started would be well received.

Thank you for your consideration.

Larry Kaufman
Brookfield, Illinois

Go to school. Contact a racing organization in your area (see Calendar section of this issue for schedules and contact information). Get rulebook. Read Max MacAllister's Club Racer's Guide in back issues of Roadracing World. Prepare bike, or take it to a race shop like 4&6 Cycle for preparation. Take to racetrack. Enter race. Race. The only thing that makes racers different than you is, racers race....John Ulrich, Editor.

Isle Of Man

The piece on the Isle of Man TT was an accurate and instructive overview of the excitement of the "most incredible motorcycle event in the world." (Roadracing World, January, 2001).

For the most part, the author captured the excitement of the two-week Isle of Man road racing extravaganza. He not only gave us a day-by-day overview of both practice and race week, we were treated to the process of getting to and from the Island.

My one disagreement is with the caution the author imparted to potential IOM visitors among U.S. motorcyclists. There is no reason for a road racing fan to hesitate experiencing the TT. Your author's first trip to the IOM was on a \$4990 Lotus Tour. Tours are great but certainly not necessary.

My first trip to the TT was on a relatively inexpensive guided tour. In subsequent years I've always handled my own arrangements with no problems. I've hoteled it, rented cottages and apartments, used the home-stay program, (and) camped. All of the options have been wonderful.

Your author said that the ferry sold out months in advance. That is simply untrue. Typically, I make no prior reservations, particularly if I'm unencumbered with a motorcycle. Sure, it may be difficult getting you and your bike back to Liverpool or Haysham on the afternoon of the Senior TT. At any other time, it's easy to get or change a ferry reservation.

You can do the TT for \$1000, including airfare from New York. Typically, round-trip NYC/London can be arranged for \$500. A bus or train from Liverpool ranges \$20-50. Camping is \$5-10 per night. Last year our fancy flat overlooking the harbor in Peel was \$1000 for two weeks, divided by three of us.

The ferry costs less than \$100. Food is reasonable and there's no cost for the

racing. A pint of Guinness is \$3.00!

Having a motorcycle on the IOM is great but not (a) critical component. I keep a bike in a rented garage for \$250 per year but I know numerous Americans who've had a ball at the TT without a motorcycle. It is easy to reserve a small car. Bike rental is available in London and Douglas, IOM. There is modern bus service throughout the island.

My purpose in these comments is to applaud your author for capturing much of the excitement of the only motorcycle "must see" event. I also want to correct the widespread misinformation that the trip to the IOM must be scheduled years in advance and that it is prohibitively expensive. It's simply not true.

There is no reason that more Americans do not experience the TT. I have no commercial interest in any of this but would be willing to give reasonable help to anyone with getting to and from the Isle of man. Just do it.

Clark Luster
Sewickley, Pennsylvania

Begging For Candid Assistance

Good day to you, how do you do?

In fact, I have been trying to get your address since long ago, to enable me confirm real information from you. And again to beg you for your candid assistance.

Sir, I am a escort rider/mechanic trained by Nigeria Police Force before I change my service to Nigeria Customs Service where I am still serving as a escort rider to the Comptroller General of Nigeria Customs Service, and I am very interesting to join any of the international racing team for any type of international competition.

And I don't know anybody, I am from a poor family, because even when I got admission to America Motorcycle Institute Inc. at Daytona Beach, Florida and sent me form 1-20 and yellow paper for 20 weeks resident, Honda motorcycle mechanical training and my department said, they will not sponsor me, because I will not come back to serve them again, and hence I cannot afford it financially.

I am begging for your assistance or with any racing team to invite me to any training center in USA to release my dreams under your sponsorship an agreement as a private trainee.

And please, I want you to send me Roadracing World magazine through DHL Express.

I will be very grateful if my letter is considered and approve.

Thanks you, yours faithfully,

Mohammad Yussuf
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The above is an actual FAX received recently at Roadracing World headquarters, reproduced verbatim and without any (sic) references because using (sic) references would have increased the length of the FAX by 10 or 20 percent...John Ulrich, Editor.

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WERA Talledega

continued from page 57

the Cup bike today," said two-time WERA 125cc National Champion Mike Himmelsbach. "When the bike broke there was no reason for him to stick around."

Batey showed up Saturday afternoon and first rode Sunday morning, sharing the RSV Mille R with Himmelsbach; Himmelsbach entered Heavyweight Twins and Batey entered Formula 1, Open Superstock and B Superstock. Sharing the bike would present an interesting challenge for the two riders as Himmelsbach is one of the smallest riders (weighing in the 115-pound range) with Batey being much bigger (in the 170-pound range). But it was obvious from the first round of practice that the two riders were going to be able to step up to the challenge.

Himmelsbach dropped his lap times into the 1:00-range and won the Heavyweight Twins race going away. Batey, who had never been on the bike before Sunday morning practice, saw his times fall into the low 0:59s. "The bike is not as powerful as others I have ridden," said Batey. "I think (Crew Chief) Bill (Himmelsbach) said it had around 120 horsepower. It is not a fast bike power-wise, but it is definitely fun to ride. The bike handles really well already and I haven't even touched the suspension yet. We are here to look for information. I just want to stay out of everyone's way today."

But when the racing started it was obvious Batey wasn't interested in just staying out of the way. In the Formula 1 race Batey waged an eight-lap battle with DEGA Racing's Denning, who was riding a Yamaha YZF-R1. Batey led seven of the eight laps with Denning taking the lead going into turn one on the last lap and going on to win.

During the Open Superstock race Batey did stay out of everyone's way. Unfortunately for the field, it was by winning the race by more than eight seconds. During the race, Batey came close to the track record on the Pirelli DOT-shod Aprilia, turning a best lap at 0:58.45. Batey set the Talledega track record in 2000 at 0:58.336 on an Arclight GSX-R750 Superbike on Pirelli slicks.

The last race of the day, B Superstock, pitted Batey against former teammate Acree, Acree on a GSX-R600. Batey looked like the favorite as Acree, while winning all his other races on the day, was never able to drop his lap times below 0:59.7. When the race started it was immediately clear that both riders were no longer looking for information or testing set-ups but were looking for the win. Acree took the holeshot and led the first six laps. Batey stalked Acree the entire time, never putting a wheel out of line. On the last lap, going into the double 90s section of the 1.3-mile Talledega layout, Batey moved to the inside and waited for Acree to brake. Acree went very deep, Batey dove inside, the bikes touched slightly, and Acree crashed.

In normal fashion, Acree was very understanding when he talked about the incident. "It was definitely a tight pass, but it was clean. I knew we might touch, but I thought it would be bodywork. Unfortunately, his pipe nicked my handlebar. The bike has a bent foot peg and that's it," explained Acree.

The former teammates discussed the incident. "You know I respect you too much to do anything like that on purpose," said Batey.

"I know there was nothing malicious about it. Don't worry. We get to do this all year," Acree replied, referring to the fact that both riders will contest the Formula USA Wrenchhead.com Unlimited Superbike Series.

"Oh no! Oh no!" Batey responded with a laugh.

RESULTS

A SUPERSTOCK EXPERT: 1. Tray Batey (Apr RSV-R); 2. Larry Denning (Yam YZF-R1); 3. Wade Buffington (Suz GSX-R750); 4. Benjamin Baker (Suz GSX-R750); 5. Edward R. Cobb (Suz GSX-R750); 6. Curry Justice (Suz GSX-R750).

B SUPERSTOCK EXPERT: 1. Tray Batey (Apr RSV-R); 2. Benjamin Baker (Suz GSX-R750); 3. Curry Justice (Suz GSX-R750); 4. Wade Buffington (Suz GSX-R750); 5. Scott Brown (Suz GSX-R750); 6. Edward R. Cobb (Suz GSX-R750).

B SUPERSTOCK NOVICE: 1. Giovanni Rojas (Suz GSX-R750); 2. William Thomas (Suz GSX-R750); 3. Bill Mashburn (Hon CBR600); 4. Tony Dunham (Hon CBR600); 5. James Stroud (Hon CBR600); 6. Richard B. Ford (Suz GSX-R600).

C SUPERSTOCK EXPERT: 1. Lee Acree (Suz GSX-R600); 2. Larry Denning (Yam YZF-R6); 3. Scott Brown (Yam YZF-R6); 4. Brian Stokes (Suz GSX-R600); 5. Mark Crozier (Kaw ZX-6R); 6. Steve Barrett (Yam YZF-R6).

C SUPERSTOCK NOVICE: 1. Giovanni Rojas (Suz GSX-R600); 2. Tony Dunham (Hon CBR600); 3. Richard B. Ford (Suz GSX-R600); 4. Larry Ray Dulaney (Hon CBR600);

5. Perry Johnson (Yam YZF-R6); 6. James Stroud (Hon CBR600).

B SUPERBIKE EXPERT: 1. Curry Justice (Suz GSX-R750); 2. Wade Buffington (Suz GSX-R750); 3. Brian Stokes (Suz GSX-R750); 4. Mark Crozier (Suz GSX-R750); 5. Benjamin Baker (Suz GSX-R750); 6. Edward R. Cobb (Suz GSX-R750).

B SUPERBIKE NOVICE: 1. Giovanni Rojas (Suz GSX-R750); 2. Tony Dunham (Hon CBR600); 3. Darren Holt (Suz GSX-R750); 4. Shannon Moham (Yam YZF-R6); 5. William Thomas (Suz GSX-R750); 6. Thomas A. Fetsko (Hon CBR600).

C SUPERBIKE EXPERT: 1. Larry Denning (Yam YZF-R6); 2. Paul Mason (Suz GSX-R600); 3. Brian Stokes (Suz GSX-R600); 4. Steve Barrett (Yam YZF-R6); 5. Shane Stoyko (Yam YZF-R6); 6. Rusty Williams (Yam YZF-R6).

C SUPERBIKE NOVICE: 1. Giovanni Rojas (Suz GSX-R600); 2. Richard B. Ford (Suz GSX-R600); 3. Tony Dunham (Hon CBR600); 4. Larry Ray Dulaney (Hon CBR600); 5. Robert O'Rourke (Hon CBR600); 6. Shannon Moham (Yam YZF-R6).

D SUPERBIKE EXPERT: 1. Robby Card (Suz SV650); 2. Bradley E. Duncan (Suz SV650); 3. Wm. Buff Harsh, III (Suz SV650); 4. Tracee Polcin (Yam FZR400); 5. Tim Simpson (Suz SV650); 6. John Lemak (Apr RS250).

D SUPERBIKE NOVICE: 1. Karl Morrow (Hon NT650); 2. David Hosker (Suz SV650); 3. Jason Vaughn (Apr RS250); 4. Kyle King (Apr RS250); 5. Robert Elam (Yam FZR400); 6. Steve Scott (Yam FZR400).

FORMULA ONE EXPERT: 1. Larry Denning (Yam YZF-R1); 2. Tray Batey (Apr RSV-R); 3. Curry Justice (Suz GSX-R750); 4. Edward R. Cobb (Suz GSX-R750); 5. Chris Pyles (Yam TZ250); 6. Steve Barrett (Yam YZF-R1).

FORMULA ONE NOVICE: 1. Giovanni Rojas (Suz GSX-R750); 2. Tony Dunham (Hon CBR600); 3. William Thomas (Suz GSX-R750); 4. Darren Holt (Suz GSX-R750); 5. Richard B. Ford (Suz GSX-R600); 6. Brett DeLay Johnston (Suz TL1000).

FORMULA TWO EXPERT: 1. Chris Pyles (Yam TZ250); 2. Jason Peters (Hon RS125); 3. Joe Cupido (Suz SV650); 4. Allen Goodwin (Suz SV700); 5. Kevin Murray (Yam TZ125); 6. Jamie Miller (Yam RZ350).

FORMULA TWO NOVICE: 1. Tyler Schmidt (Hon RS125); 2. David Hosker (Suz SV650); 3. Karl Morrow (Hon NT650); 4. Robert Elam (Yam FZR400); 5. David Deggen-dorf (Yam TZ125); 6. Kevin Wells (Hon NT650).

125cc GRAND PRIX: 1. Jason Peters (Hon RS125); 2. Kevin Murray (Yam TZ125); 3. Bill Cole (Yam TZ125); 4. Patrick M. Chandler (Hon RS125); 5. John R. Klaras (Hon RS125); 6. Tyler Schmidt (Hon RS125).

HEAVYWEIGHT TWINS EXPERT: 1. Michael S. Himmelsbach (Apr RSV-R); 2. Mark Crozier (Hon RC51); 3. David Duprey (Apr 1000); 4. Bud Lawter (Hon RC51); 5. Bryon K. Dumas (Apr RSV); 6. Doug Glass (Suz TL1000).

HEAVYWEIGHT TWINS NOVICE: 1. Brett DeLay Johnston (Suz TL1000); 2. Howard Fitscharles (Hon 996); 3. Mike Scruggs (Suz SV650); 4. William H. White (Hon 1000); 5. Larry Steely, Jr. (Duc 900); 6. Steve Scarbro (Suz TL1000).

LIGHTWEIGHT TWINS EXPERT: 1. Allen Goodwin (Suz SV700); 2. Chris Normand (Suz SV650); 3. Bradley E. Duncan (Suz SV650); 4. Jamie Miller (Yam RZ350); 5. Robby Card (Suz SV650); 6. Tim Simpson (Suz SV650).

LIGHTWEIGHT TWINS NOVICE: 1. Karl Morrow (Hon NT650); 2. Mike Scruggs (Suz SV650); 3. David Hosker (Suz SV650); 4. Brian Suffridge (Suz SV650); 5. Jason Vaughn (Apr RS250); 6. Lee E. Fields (Suz SV650).

CLUBMAN EXPERT: 1. Jamie Miller (Yam RZ350); 2. Paul Fluss (Yam 550); 3. Kith Burkingstock (Kaw EX500); 4. Jim Johnson (Yam 600); 5. John Sabbe (Suz GS500); 6. David L. Hurst (Kaw EX500).

CLUBMAN NOVICE: 1. Kyle King (Kaw EX500); 2. Brad Van Cleve (Kaw EX500); 3. James Wayton (Suz 250); 4. Michael T. Pugh (Suz GS500); 5. Charlie Van Valkenburgh (Hon 600); 6. Lance Pentecost (Kaw EX500).

HEAVYWEIGHT SOLO EXPERT: 1. Lee Acree (Suz GSX-R600); 2. Larry Denning (Yam YZF-R1); 3. Curry Justice (Suz GSX-R750); 4. Michael S. Himmelsbach (Apr RSV-R); 5. Benjamin Baker (Suz GSX-R750); 6. Steve Barrett (Yam YZF-R1).

HEAVYWEIGHT SOLO NOVICE: 1. Tony Dunham (Hon CBR600); 2. James D. Selby (Hon CBR600); 3. William Thomas (Suz GSX-R750); 4. Brian Vogel (Kaw ZX-6R); 5. Michael S. Fields (Suz 1000); 6. Shannon Moham (Yam YZF-R6).

MEDIUMWEIGHT SOLO EXPERT: 1. Lee Acree (Suz GSX-R600); 2. Larry Denning (Yam YZF-R6); 3. Chris Pyles (Yam TZ250); 4. Paul Mason (Suz GSX-R600); 5. Quentin Mise (Suz GSX-R600); 6. Rusty Williams (Yam YZF-R6).

MEDIUMWEIGHT SOLO NOVICE: 1. Giovanni Rojas (Suz GSX-R600); 2. Richard B. Ford (Suz GSX-R600); 3. James Stroud (Hon CBR600); 4. James D. Selby (Hon CBR600); 5. Bill Mashburn (Hon CBR600); 6. Brian Vogel (Kaw ZX-6R).

LIGHTWEIGHT SOLO EXPERT: 1. Allen Goodwin (Suz SV700); 2. Robby Card (Suz SV650); 3. Edward J. Viglucci (Duc 750); 4. John R. Klaras (Hon RS125); 5. Paul Fluss (Yam 550); 6. John Lemak (Apr RS250).

LIGHTWEIGHT SOLO NOVICE: 1. Tyler Schmidt (Hon RS125); 2. David Hosker (Suz SV650); 3. Mike Scruggs (Suz SV650); 4. Andy Bankston (Suz SV650); 5. Brian Suffridge (Suz SV650); 6. Michael Jones (Apr RS250).

Haskovec Wins Formula One Again At Willow

By David Swarts

Looking for one last track outing before heading to Daytona, Jason Pridmore, Anthony Gobert and Vincent Haskovec each won two races at the second round of the WSMC series at Willow Springs International Raceway.

Rain threatened at the high desert road course on Sunday. With only 20 sets of rain tires for sale in various sizes among the four tire vendors, the situation could have been devastating to the grid sizes and impact areas. Luckily, the weather remained dry for the races despite a few drizzles in practice and just before the first race of the day.

That first race of the day, Barnett Clutch 600cc Modified Production, started on a damp track after a light rain shower. No one went to rain tires and some were forced to start the race on slicks. Maxima's Kenny Kopecky led the way to turn one in the sketchy conditions but Jeff Tigert quickly showed his lack of fear of the wet by pulling away on his slick-shod CBR600F4. Crago Racing's Phil Herrin passed Kopecky in turn six for second, and Richie Alexander displaced Kopecky to fourth by the end of the first lap. By this time the rain had ended for the day, and the track started drying rapidly.

Tigert fell back as the faster riders' confidence in the track grew. It soon became a three-way fight between Attack Suzuki's Alexander on a 2001 GSX-R600, Anthony Gobert on a Supersport YZF-R6 and Herrin on his modified YZF-R6. With his lap times dropping by full seconds with each lap, Gobert took the lead from Alexander on lap four and went on to win. Alexander got second, and Herrin withdrew from the class before being disqualified for having illegal forks. Matt Wait was then credited with third ahead of Aaron Gobert and Tigert.

After missing the January WSMC round, Cruise America Grand Prix Racing's Vicky Jackson-Bell was back in good form in *Roadracing World* 125cc Grand Prix. Jackson-Bell launched her Honda RS125 from the second row and into turn one first, then pulled out an immediate lead that grew to as much as four seconds mid-race. With laps hovering around 1:29.0, Jackson-Bell won by 2.6 seconds. The action came in the form of the battle for second between January winner Kevin Murray, young gun Chris Peris and Joel Hermoso. The three riders exchanged positions in the draft and into turn one throughout the entire race. The intensity of the battle pushed the trio to actually better Jackson-Bell's race-winning lap times at some points. On the final lap, MCE Racing's Murray out-braked Hermoso into turn one with Peris right there in fourth. The three riders were nose-to-tail through the "Omega" turns three-four-five section of the track, but exiting turn four, Hermoso high-sided right in front of Peris, allowing Murray to break free for second. Bikecards.com's Peris cruised around to take third while Stewart Atkin-Cade inherited fourth.

WSMC Overall Champion Jeremy Toye got to turn one first in the Performance Machine Open Superbike race, but Graves Yamaha's Chuck Graves passed Toye on the outside of turn one. Graves was quickly joined at the front by January's big winner Vincent Haskovec on Carry Andrew's 1140cc Hypercycle GSX-R1100. Haskovec waited until lap two before he powered past Graves on the front straightaway and held Graves off into turn one. From there, Haskovec steadily built a lead with mid-1:20 laps until winning by five seconds over Graves who was once again using the WSMC weekend to break-in and set-up a new Formula Xtreme bike for his AMA riders. Synergy Racing Technologies' Wait took third on a Supersport-spec Honda CBR929RR. Wait's teammate Mark Palazzo was able to nip Lee's Cycle's Toye at the line for fourth. In the second wave, White Tip Racing's Ken Chase handily won the 750cc Modified Production race over Tony "The Tiger" Meiring, Ed Milhausen and Jeff Hagan.

Chase was back out in L&L Motorsports 750cc Superbike but had to contend with Attack Suzuki's Alexander and Jason Pridmore. Alexander took the holeshot and a three-way battle quickly ensued. Chase led the first lap, but Pridmore took charge on lap two. With lap times as low as 1:22.65, Pridmore was able to hold off Chase while Alexander finished a close third. Meiring was alone in fourth for five laps, but Hagan snuck up and passed the 17-year-old going into turn four to take fourth. Behind the 750cc Superbike field came the Temecula Motorsports Open Superstock class. Riding his new

EBSCO Corona Suzuki GSX-R750, Haskovec battled with Wait and his Honda CBR929RR. Turning low 1:24s through the slower riders from the first wave, Haskovec held a steady lead over Wait. On the last lap, Haskovec came out of turn nine and straight into the pits, handing the win to Wait and second to Clinton Whitehouse III. Haskovec said that he was just using the race for practice. Meanwhile, Wait and his teammate Palazzo were having a tough time developing their Honda CBR929RRs in Supersport trim. Both riders' bikes showed heavy drag marks on both sides of the engine cases.

In Battle of the Twins Heavyweight, 2000 Aprilia Cup Champion Aaron Clark made his debut on a new Aprilia Mille R. Clark jumped out to an early lead but nearly high-sided out of turn nine. The violent near-highside triggered the fuel-injection system's tip-over switch. Clark's bike died, and Claudio Szyszkowski took the lead on his Ducati 996. Clark got his Aprilia re-fired and started chasing down Szyszkowski. Clark caught the Ducati quickly but slowed toward the end when his Aprilia's rear brake started to drag enough to prevent Clark from pulling top gear on the straightaways. Clark didn't have enough speed to pass, and Szyszkowski took the win by two bikelengths at the line. The fight for third pitted Jody Hendley, on a 97-horsepower Harley-Davidson Sportster, versus Dave Campbell, on a modified BMW R1100S. Hendley just beat Campbell to the line by one bikelength. Fifth-place Clint Milteer's Suzuki SV650 made it five different makes of bike in the top five.

Racing his 2001 GSX-R600 for the first time, Haskovec missed the warm-up lap for the GMD Computrack - Los Angeles 600cc Super-

sport race and lost his front-row starting spot per WSMC rules. Graves didn't miss Haskovec beside him on the front row and led Pridmore, Wait and Palazzo into turn one. Soon Graves and Pridmore separated slightly from a huge pack fighting over third. On lap three, Pridmore took the lead from Graves under braking for one while Haskovec was already up to fifth. On lap three, Anthony Gobert broke free of the chase pack to reel in the leaders. Gobert passed Graves on the brakes for turn three on lap five but ran out of time to catch Pridmore. With mid-1:23 lap times, Pridmore won over Anthony Gobert, Graves, Haskovec, Alexander, Jacob West, Palazzo, Aaron Gobert and Wait.

"The Attack Suzuki team has done an absolutely incredible job putting everything together," said 1997 AMA 750cc Supersport Champion Pridmore. "Just getting the bikes together has been a big chore. I think that we're going to get some great results this year. I have a great team around me. Richard, Craig, all the guys that are working with us all seem to be doing an excellent job. I've got that feeling back again, where I can feel what the bike can do. If that continues all year, I think it's going to be really solid." In the 2001 AMA series, Pridmore will race in 600cc Supersport, teammate Alexander will race in 750cc Supersport, and both will ride yet-to-be-built GSX-R1000s in Formula Xtreme.

In the Toyota Cup Unlimited Formula One Grand Prix, Haskovec and his GSX-R1140 went straight to the front followed by Alexander on his DOT-equipped GSX-R750 Suzuki, Graves on his Formula Xtreme YZF-R1, Pridmore on his Supersport GSX-R750, and Chase on his GSX-R750.

Haskovec and Graves separated into their own race ahead of Pridmore and Alexander, a lone Chase, followed by Palazzo, Hagan and the rest of the field. Haskovec looked in charge of the 12-lap event but the race was stopped after the third lap. Brian Long had crashed and his bike was laying in the middle of turn six.

After making one small adjustment to his Yamaha, Graves jumped out in front of the eight-lap restart. This time it looked like Graves was in charge over Haskovec with Pridmore, Alexander, Palazzo, and Chase strung out single-file. Anthony Gobert was 20th after getting boxed in on the first lap. Graves lowered the pace in the second leg to mid-1:21s despite wind gusting across the front straight at over 30 mph. On the seventh of eight laps, Grave ran off the outside of turn one. Haskovec assumed the lead, and Pridmore and Alexander each moved up a spot. Graves rejoined the race and passed Alexander before the line, for third. Haskovec won over Pridmore, Graves, Alexander, Chase, Palazzo, Aaron Gobert on his YZF-R6, Jeremy Toye, Anthony Gobert on his YZF-R6 and Hagan.

"I got too relaxed," said Graves. "I caught a false neutral and went freewheeling into one. I waited to click it back into a gear, but I waited too long. By then I was off the track."

"Chuck was better going into the corners," said Haskovec. "I was lucky to win. The wind picked up in the second part. My lap times, they are one second slower than earlier. I tried to use the same tires that I run in the Open Superbike race, but I have slides."

continued on page 65

Congratulations 2000 Champions!

John Hopkins, AMA Pro Racing 750 Supersport
Grant Lopez, Formula USA Unlimited Superbike
Michael Ciccotto, Formula USA Buell Lightning Series
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PERFORMERS

TRACK RECORDS AS OF THE END OF THE 2000 SEASON:

How Fast Did They Go?

Compiled by David Swarts

The discussion started during a WERA race weekend at Grattan Raceway in 1998. The question was, who actually held the motorcycle lap record on the 2.0-mile, 10-turn road course. Some people thought Rich Oliver had the record while others swore that Fritz Kling had set a new record during a track day.

What follows is an attempt to answer the question, who is the fastest around a given racetrack. To compile this list of records, *Roadracing World* contacted officials with racing organizations and racetracks. In most cases, an official lap record can only be set if a racing organization's officials have timed the lap, using either electronic timing equipment or a stopwatch. In some cases officials may recognize a record caught by three designated watches under their supervision. In the case of AMA events, only times turned in official qualifying count.

Note that some of these records are relatively old. In some cases, the track has deteriorated over the years, and in other cases it's been awhile since a Professional race was held there. In the case of some tracks, there is no official track record due to a lack of record keeping by the organizations running races at the track. Having said that, here are the current track records in the United States.

Arroyo Seco Motorsports Complex (1.4-mile) - 1:09.27, Kye Gunn, Suzuki GSX-R750, Dunlop DOTs, 10/00.

Atlanta Motor Speedway - 1:39.65, Tray Batey, Suzuki TL1000R, Pirelli DOTs, 5/00.

Blackhawk Farms - No official track record on revised course.

Brainerd International Raceway - 1:35.625, John Kocinski, Ducati 996, Dunlop slicks, 7/00.

Buttonwillow Raceway Park - 1:51.043, James Randolph, Suzuki GSX-R750, Dunlop slicks, 10/00.

Carolina Motorsports Park - 1:34.51, Tray Batey, Suzuki GSX-R750, Pirelli slicks, 7/00.

Cresson Motorsports Ranch - 1:17.41, Ty Howard, Kawasaki ZX-9R, Pirelli DOTs, 7/00.

Daytona International Speedway - 1:48.516, Anthony Gobert, Ducati 996, Dunlop slicks, 3/99.

Firebird International Raceway (1.6-mile) - 1:06.34, Mark Ledesma, Kawasaki ZX-7R, Dunlop slicks, 12/99. (1.1-mile) - 1:01.80, Rory Palmer, Suzuki GSX-R600, Dunlop slicks, 1/00.

Gateway International Raceway - 1:05.800, Mark Junge, Suzuki GSX-R 750, Pirelli DOTs, 7/00.

Gingerman Raceway - 1:23.90, Larry Denning, Yamaha YZF-R1, Pirelli DOTs, 8/00.

Grattan Raceway (clockwise) - 1:20.89, Rad

Greaves, Suzuki GSX1300R, Dunlop slicks, 6/00.
Hallet Motor Racing Circuit - 1:18.91, Rick Kirk, Kawasaki ZX-7R, Dunlop slicks, 6/98.

Hawaii Raceway Park (short course) - 0:35.60, Kim Nakashimi, Yamaha YZF-R1, Dunlop slicks, 10/98. (long course) - 0:54.90, Kim Nakashimi, Suzuki GSX-R750, Dunlop DOTs, 8/00. (fast course) - 0:52.49, Kim Nakashimi, Suzuki GSX-R750, Dunlop DOTs, 10/00.

Heartland Park - 1:28.68, Larry Denning, Yamaha YZF-R1, Dunlop slicks, 10/99.

Homestead-Miami Speedway - 1:27.00, Grant Lopez, Suzuki GSX-R750, Michelin slicks.

Indianapolis Raceway Park - 1:34.64, Dave Sadowski, Honda CBR900RR, Dunlop slicks, 7/94.

Laguna Seca - 1:25.507, Anthony Gobert, Ducati 996, Dunlop slicks, 7/99.

Las Vegas Speedway Park - No official track record on new course.

Las Vegas International Speedway - 1:37.080, Doug Chandler, Kawasaki ZX-7R, Dunlop slicks, 9/97.

Memphis Motorsports Park - 1:04.739, Tray Batey, Suzuki GSX-R750, Pirelli DOTs, 4/00.

Mid-Ohio Sports Car Course - 1:27.401, Ben Bostrom, Ducati 996, Dunlop slicks, 7/99.

Moroso Motorsports Park (w/o any chicanes) - 1:18.81, Chris Carr, Harley-Davidson VR1000, Dunlop slicks, 1/96.

Mountain View Park - 1:00.59, Shane Turpin, Yamaha YZF-R1, Michelin slicks, 10/99.

Nelson Ledges Road Course - 1:09.19, Larry Denning, Yamaha YZF-R1, Pirelli slicks, 7/00.

New Hampshire International Speedway - 1:09.947, Mat Mladin, Suzuki GSX-R750, Dunlop slicks, 6/00.

Oak Hill Raceway - 1:24.44, John Haner, Suzuki GSX-R750, Dunlop slicks, 9/00.

Phoenix International Raceway - 1:01.445, Tom Kipp, Yamaha YZF750R, Dunlop slicks, 2/97.

Pikes Peak International Raceway - 0:54.009, Mat Mladin, Suzuki GSX-R750, Dunlop slicks, 8/99.

Pocono International Raceway (2.5-mile) - 1:38.152, Doug Polen, Muzzy Raptor 840, Dunlop slicks, 8/99.

Portland International Raceway - 1:06.60, Dave Sadowski, Honda CBR900RR, Dunlop slicks, 8/94.

Pueblo Motorsports Park - 1:32.06, Josh Graham, Yamaha OW01, Dunlop slicks, 6/98.

Putnam Park Road Course - 1:11.001, Mark Junge, Kawasaki ZX-9R, Michelin DOTs, 8/99.

Road America - 2:09.425, Mat Mladin, Suzuki GSX-R750, Dunlop slicks, 5/00.

Road Atlanta - 1:23.782, Mat Mladin, Suzuki GSX-R750, Dunlop slicks, 6/00.

Roebing Road Raceway - 1:12.75, Steve Grigg, Muzzy Raptor, Michelin slicks, 5/97.

Sears Point Raceway - 1:33.901, Troy Bayliss, Ducati 996, Dunlop slicks, 5/00.

Seattle International Raceway - 1:27.00, Mike Sullivan, Kawasaki ZX-9R, Dunlop slicks, 7/99.

Second Creek Raceway (clockwise) - 1:06.47, Shane Turpin, Yamaha YZF-R1, Michelin slicks, 6/00. (counter-clockwise) - 1:08.12, Dan Turner, Yamaha YZF1000R, Dunlop slicks, 10/00.

Spokane Raceway - 1:30.026, Mike Sullivan, Yamaha YZF-R1, Dunlop DOTs, 9/00.

Summit Point Raceway - 1:16.227, Tray Batey, Suzuki GSX-R750, Pirelli slicks, 8/00.

Talladega Gran Prix Raceway (clockwise) - 0:58.336, Tray Batey, Suzuki GSX-R 750, Pirelli DOTs, 6/00. (counter-clockwise) - 1:00.126, Chris "Opie" Caylor, Suzuki GSX-R600, Michelin DOTs, 4/00.

Texas World Speedway (1.8-mile) - 1:07.264, Freddie Spencer, Honda RC-30, Michelin slicks, 5/92. (2.9-mile) - 1:44.96, Ty Howard, Kawasaki ZX-9R, Dunlop slicks, 6/00.

Thunderhill Park Raceway - 1:55.30, Jeff Short, Suzuki GSX-R750, Dunlop slicks, 10/99.

Virginia International Raceway (North/2.26-mile course) - 1:31.015, Tray Batey, Suzuki GSX-R750, Pirelli slicks, 8/00.

Willow Springs Raceway - 1:19.029, Steve Rapp, Ducati 996, Dunlop slicks, 10/00.

Jeff Tigert, 2000 AFM Formula 650 Twins Champion

thanks the following for a successful 2000 season:

Tigerteam Racing, Bob & Valerie Tigert
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Haskovec and Pridmore went side-by-side into turn one of the 10-lap Hyper Club Formula Two final. Haskovec took the lead by turn three and pulled out a nice cushion. In the middle of the race, Haskovec's pace slowed by 0.5-second per lap while the Gobert brothers were closing in with low 1:23s. Both Goberts were by Haskovec on lap seven, and from there to the flag it was the Go-Show in stereo. Both of the Yamaha YZF-R6 and Dunlop-equipped Australians were going at it just as they had two weeks before at the Streets of Willow Springs. With the white flag waving, the brothers were side-by-side across the line. Anthony took the point going in to turn one and led a lapper-free circuit around to turns eight and nine. Anthony was in the lead as the two exited the final corner, but Aaron had a head of steam. Aaron pulled from behind Anthony and the brothers crossed the line side-by-side. Aaron was declared the winner marking the first time that he had ever beat his brother in any kind of race from the back yard to the Pros.

Aaron Gobert said "Yeah, it's been a long time of trying for sure. Growing up our whole lives, everything's been real competitive. Anthony's always been a little bit older and had that edge on me. Now that we've both progressed into our 20s, I think that we're equaling out. Experience has been something that I've been lacking. I'm getting experience every time that I race him on the 600. I'm still getting used to the four-strokes. It was only a matter of time I guess. It wasn't a lucky win, but it was close."

Anthony Gobert wasn't exactly happy about getting beat by his little brother and showed it in their next match up, Graves Motorsports 650cc Superbike. The elder Gobert passed fast-starter Graves in turn four and said good-bye to the field. Turning the fastest 600cc lap of the weekend at 1:22.9, Anthony Gobert ran away to a five-second margin of victory. Aaron Gobert was free of the pack by lap two, but couldn't reel in his brother alone. Palazzo finished third ahead of Haskovec, Toye, Graves and Herrin.

"I realized that I had to get away from him and break the draft," said Anthony Gobert of his brother Aaron. "That's what I did. As soon as I broke the draft, I was able to pull out five seconds on him. Yeah, I had a pretty serious race face on that last race. I've been putting so much in today. I figured that I had to at least win something. It's good to finish on a good note."

In Maxima Oils 750cc Superstock, it was the Attack Suzukis of Pridmore and Alexander having their own race at the front with young Meiring a distant third. Although Alexander was always close, it looked like the race belonged to Pridmore. After dipping as low as the high 1:22s, Pridmore suddenly slowed and pulled off on lap five. Pridmore later said that his transmission locked up from the clutch actuator bolt backing out. Alexander cruised home to take the checkers. Meiring took his second runner-up spot on his first day flying the EBSCO Corona Suzuki colors on his bike. Crago Racing's Daniel Dietrich finished third.

In Skorpion Racing Open Modified Production, Bryan Kovarick rode his Marina Yamaha YZF-R1 to the win over Clark's Aprilia Mille R and Whitehouse's YZF-R1. Libasci Racing's Andre Castanos took his second Pro Italia Aprilia Challenge win in as many tries. Castanos won over Jackson-Bell and Copier1.com's Dan Fischer.

RESULTS

TOYOTA CUP UNLIMITED FORMULA ONE GRAND PRIX: 1. Vincent Haskovec (Suz GSX-R1100); 2. Jason Pridmore (Suz GSX-R750); 3. Chuck Graves (Yam YZF-R1); 4. Richard Alexander (Suz GSX-R750); 5. Ken Chase (Suz GSX-R750); 6. Marc Palazzo (Hon CBR929RR); 7. Aaron Gobert (Yam YZF-R6); 8. Jeremy Toye (Yam YZF-R1); 9. Anthony Gobert (Yam YZF-R6); 10. Jeff Hagan (Suz GSX-R750).

TEMECULA MOTORSPORTS OPEN SUPERSTOCK: 1. Matt Wait (Hon CBR929RR); 2. Clinton Whitehouse III (Yam YZF-R1).

MAXIMA RACING OIL 750cc SUPERSTOCK: 1. Richard Alexander (Suz GSX-R750); 2. Tony Meiring (Suz GSX-R750); 3. Daniel Dietrich (Suz GSX-R750); 4. James Romero, III (Suz GSX-R750); 5. John Dugan (Suz GSX-R750); 6. Mark Chadwick (Suz GSX-R750).

G.M.D. COMPUTRACK L.A. 600cc SUPERSTOCK: 1. Jason Pridmore (Suz GSX-R600); 2. Anthony Gobert (Yam YZF-R6); 3. Chuck Graves (Yam YZF-R6); 4. Vincent Haskovec (Suz GSX-R600); 5. Richard Alexander (Suz GSX-R600); 6. Jacob West (Yam YZF-R6).

500cc SUPERSTOCK: 1. Jeff Peplot (Yam FZR400); 2. Steven Moonitz (Suz); 3. Mel Smith (Yam); 4. William Erwin (Yam); 5. Gayathri Kamath (Yam).

PRO-ITALIA APRILIA CHALLENGE: 1. Andre Castanos (Apr RS250); 2. Vicky Jackson-Bell (Apr RS250); 3. Dan Fis-

continued on page 69

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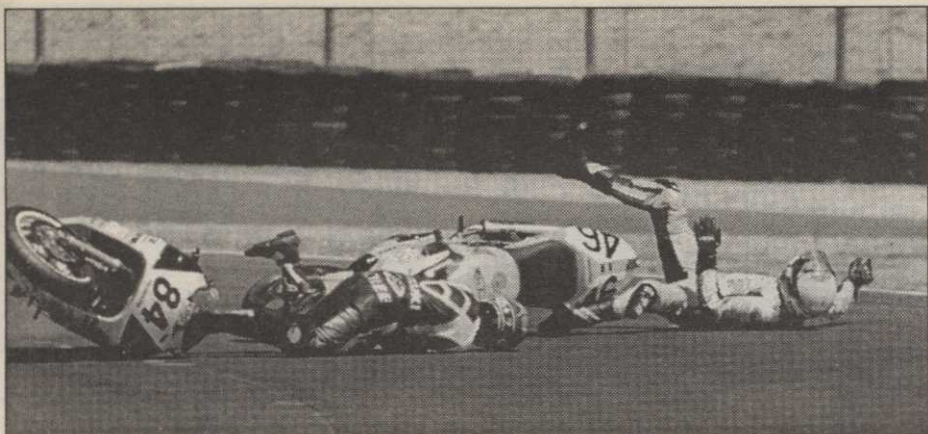
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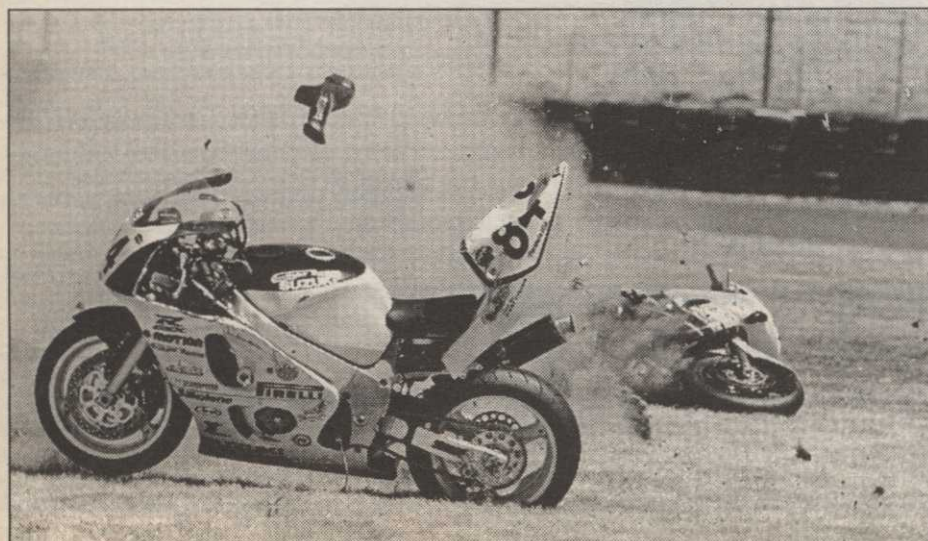
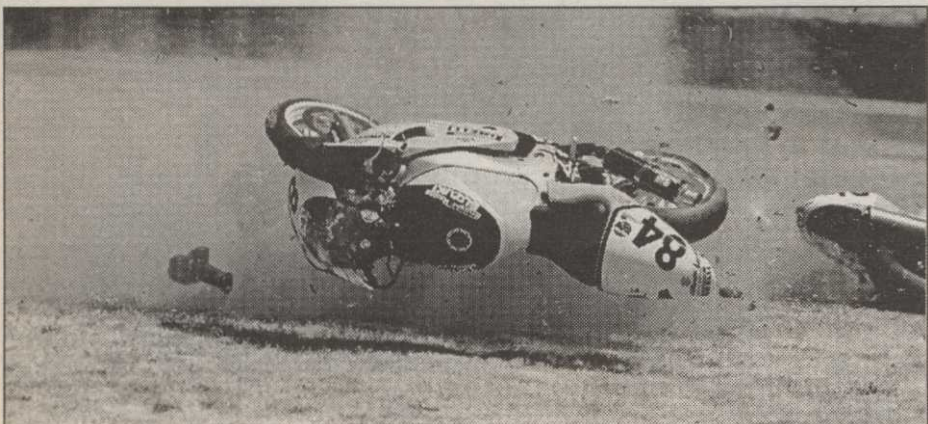
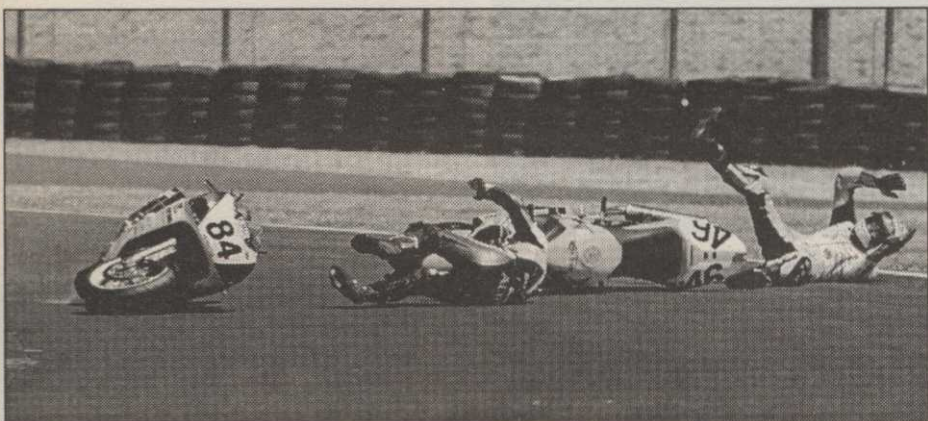
Vesrah Racing's Mark Junge crashed his brand new 2000-model GSX-R750 in the first leg of the Willow Springs Formula USA Unlimited Superbike race April 30, 2000. Junge lowsided in turn four when a blister developed on his front tire. Junge was unhurt, continued in the race, and this same GSX-R750 was used by Junge's team to win the 24 Hours of Willow Springs later in the year. Photo by Jamie Guffey/Artistic Intensity Photography.





Parriott Racing's Brian Parriott (46) and Arclight Suzuki's Lee Acree (84) collided in the final corner while racing for the lead of the Formula USA Sportbike race at Portland International Raceway August 6, 2000. Neither rider was hurt, but the crash allowed Team Valvoline EMGO Suzuki's Ben Spies, 16, to win the race. There were no hard feelings between Parriott and Acree as they teamed together for the 24-hour endurance race at Willow Springs later in the season and will be teammates full-time in 2001.

Photos by Carlos Hatfield.



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RACERS IN REAL LIFE:

Doug Coleman
#102
WSMC

Age: 48.

Date of Birth: November 8, 1953.

Birthplace: Salt Lake City, Utah.

Height And Weight: 5'11", 189 pounds.

Hometown: Camarillo, California.

Series: WSMC, Formula USA.

Racebike: Ducati 996.

Tuner: Pro Italia.

Occupation: Movie Director, Stunt Coordinator, Stuntman.

Personal Status: Married, wife Liza, two children, son Chase, daughter Whitney.

First Motorcycle Road Race: Willow Springs, January 1998.

Racing Career Highlights: Won WSMC Battle of the Twins Heavyweight, Willow Springs, October 1999.



(Above) Stunt double Doug Coleman (left) stops for a moment on the set of "Heat" to pose with Robert



DeNiro. Photo by Phil Caruso. (Above) Doug Coleman in action aboard his Ducati 996 during the 2000 Formula USA weekend at Willow Springs.

Photo by Scott Soto/Laser Imaging.

Work Career Highlights: Worked on the following feature films: "Castaway", "The Perfect Storm", "Heat", "6 Days, 7 Nights", "Air Force One", "Casino", among others; stunt double for Robert DeNiro for last eight years.

Hobbies: Playing drums, magic, collecting oddities.

Sponsors: Pro Italia, Morning Star Production, Inc., D-Square Racing.

2001 Season Goals: To race as many tracks as my work schedule will allow.

RACERS: What's your job in real life? Get a Racers In Real Life submission form by sending a self-addressed, stamped envelope to Real Life, *Roadracing World*, P.O. Box 1428, Lake Elsinore, CA 92531-1428. Fill out the form and mail it in with a photo of you at work and a photo of you on your racebike, along with your daytime and home phone numbers. While there's no guarantee that we'll use you in a future Racers In Real Life column, you've got as good a chance as anybody, especially if you've got an unusual job.

cher (Apr RS250); 4. Tim Knutson (Apr RS250); 5. Ian Crowne (Apr RS250); 6. Akos Feher (Apr RS250).
SKORPIAN RACING OPEN MODIFIED PRODUCTION: 1. Bryan Kovarik (Yam YZF-R1); 2. Aaron Clark (Apr RSV1000R); 3. Clinton Whitehouse, III (Yam YZF-R1); 4. Jason Curtis (Yam YZF-R1); 5. Robert Rockafellow (Yam YZF-R1).
750cc MODIFIED PRODUCTION: 1. Ken Chase (Suz GSX-R750); 2. Tony Meiring (Suz GSX-R750); 3. Ed Milhausen (Suz GSX-R750); 4. Jeff Hagan (Suz GSX-R750); 5. Daniel Dietrich (Suz GSX-R750); 6. Mark Chadwick (Suz GSX-R750).

BARNETT CLUTCH 600cc MODIFIED PRODUCTION: 1. Anthony Gobert (Yam YZF-R6); 2. Richard Alexander (Suz GSX-R600); 3. Jason Pridmore (Suz GSX-R600); 4. Matt Wait (Hon CBR600F4); 5. Aaron Gobert (Yam YZF-R6); 6. Jeffrey Tigert (Hon CBR600F4).

500cc MODIFIED PRODUCTION: 1. Jeff Peplot (Yam FZR400); 2. Jeff Dixon (Kaw); 3. William Erwin (Yam); 4. Mel Smith (Yam); 5. Gayathri Kamath (Yam).

PERFORMANCE MACHINE OPEN SUPERBIKE: 1. Vincent Haskovec (Suz GSX-R1100); 2. Chuck Graves (Yam YZF-R1); 3. Matt Wait (Hon CBR929RR); 4. Marc Palazzo (Hon CBR929RR); 5. Jeremy Toye (Yam YZF-R1); 6. Phil Herrin (Yam YZF-R1).

L & L MOTORSPORTS 750cc SUPERBIKE: 1. Jason Pridmore (Suz GSX-R750); 2. Ken Chase (Suz GSX-R750); 3. Richard Alexander (Suz GSX-R750); 4. Jeff Hagan (Suz GSX-R750); 5. Tony Meiring (Suz GSX-R750); 6. Jeff Stern (Suz GSX-R750).

GRAVES MOTORSPORTS 650cc SUPERBIKE: 1. Anthony Gobert (Yam YZF-R6); 2. Aaron Gobert (Yam YZF-R6); 3. Marc Palazzo (Hon CBR600F4); 4. Vincent Haskovec (Suz GSX-R600); 5. Jeremy Toye (Yam YZF-R6); 6. Chuck Graves (Yam YZF-R6).

WOOD-EASE HAND CLEANER 550cc SUPERBIKE: 1. Brian Long (Suz SV650); 2. Michael Solis (Suz SV650); 3. Andre Castanos (Apr RS250); 4. Vicky Jackson-Bell (Apr RS250); 5. Tim Knutson (Apr RS250); 6. Dan Fischer (Apr RS250).

HYPERCLUB-WSMC FORMULA TWO GRAND PRIX: 1. Aaron Gobert (Yam YZF-R6); 2. Anthony Gobert (Yam YZF-R6); 3. Jason Pridmore (Suz GSX-R600); 4. Vincent Haskovec (Suz GSX-R600); 5. Jacob West (Yam YZF-R6); 6. Chuck Graves (Yam YZF-R6).

ROADRACING WORLD 125cc GRAND PRIX: 1. Vicky Jackson-Bell (Hon RS125); 2. Kevin Murray (Yam TZ125); 3. Chris Peris (Hon RS125); 4. Stewart Aitken-Cade (Hon RS125); 5. Joji Tokumoto (Hon RS125); 6. Mark Goodrich (Hon RS125).

SPORT TIRE SERVICES FORMULA 40 HEAVYWEIGHT: 1. Clinton Whitehouse, III (Yam YZF-R1); 2. Claudio Szyszkowski (Duc 996); 3. Ricky Lundgren (Suz); 4. Frank Nolan (Suz); 5. John Tucker (Suz); 6. Rob Nelms (Hon CBR900RR).

FORMULA 40 LIGHTWEIGHT: 1. Mark Watts (Hon RS250); 2. Kenny Kopecky (Yam YZF-R6); 3. Tom Sera (Yam TZ250); 4. Jerry Jirkovsky (Hon CBR600); 5. Peter Ellis (Yam YZF-R6).

FORMULA 50: 1. David Molitor (Yam); 2. Christopher Crowell (Duc); 3. Ramey Peticolas-Stroud (Suz SV650); 4. Chuck Burnett (Hon); 5. Steve Pershing (Yam); 6. Larry Cochran (Hon).

HEAVYWEIGHT TWINS: 1. Claudio Szyszkowski (Duc 996); 2. Aaron Clark (Apr RSV1000R); 3. Jody Hendley (H-D 1200); 4. Dave Campbell (BMW R1100S); 5. Clint Milteer (Suz).

MIDDLEWEIGHT TWINS: 1. Scot Dorinier (Duc 748); 2. Michael Solis (Suz SV650); 3. Brian Long (Suz SV650); 4. Jody Hendley (H-D 1200); 5. Clay Carrier (Duc); 6. Dave Campbell (BMW R1100S).

LIGHTWEIGHT TWINS: 1. Robert Erickson (Kaw); 2. Jeff Dixon (Kaw); 3. Jose Estrella (Kaw); 4. Scott Vye (Hus).

FORMULA SINGLES: 1. Kevin Jump (MuZ); 2. Lloyd Johnson (Yam); 3. Larry Cochran (Hon); 4. Ramey Peticolas-Stroud (Hon); 5. Allan Webster (Hus); 6. Jeff Rheume (Suz).

660cc SINGLES: 1. Kevin Jump (MuZ); 2. Jeff Rheume (Suz); 3. Allan Webster (Hus); 4. Scott Vye (Hus); 5. Jeffrey Law (Yam); 6. Ramey Peticolas-Stroud (Suz).
500cc SINGLES: 1. Larry Cochran (Hon); 2. Paul Nielsen (Yam).

VINTAGE HEAVYWEIGHT DINOSAURS: 1. Dennis Fryer (Hon); 2. Todd Boudreaux (Kaw); 3. Brad Gitchell (Suz); 4. Scott MacAdam (Kaw); 5. Scott Fabbro (Hon).

BAKERSFIELD YAMAHA VINTAGE LIGHTWEIGHT DINOSAURS: 1. Craig Beecher (Yam); 2. Aaron Barry (Yam); 3. Clinton Whitehouse, III (Yam); 4. Larry Cochran (Hon).

HEAVYWEIGHT NOVICE: 1. Rick Spampinato (Hon); 2. Jason James (Suz); 3. Patrick Chu (Suz); 4. Andrew Fortuna (Yam); 5. Ron Middleton (Yam); 6. Chris Kelley (Duc).

MIDDLEWEIGHT NOVICE: 1. Josh Gooding (Suz); 2. Matthew Foster (Hon); 3. Alex Peabody (Suz); 4. John Bodenschatz (Suz); 5. Josh Solberg (Suz); 6. Ron Aguila (Yam).

LIGHTWEIGHT NOVICE: 1. Skye Girard (Yam); 2. Scott Cleff (Hon); 3. Roberto Quaaas (Kaw); 4. James Morse (Kaw); 5. David Babb (Kaw); 6. Jer Stewart (Kaw).

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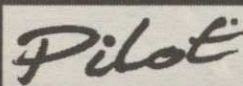
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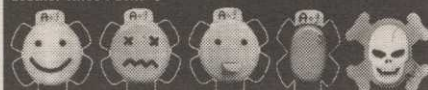
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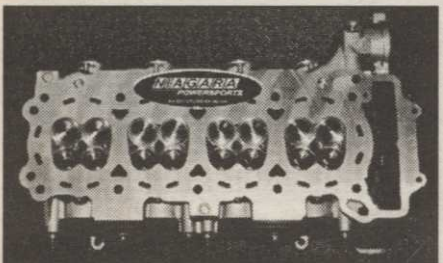
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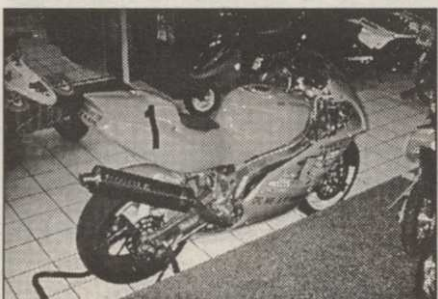
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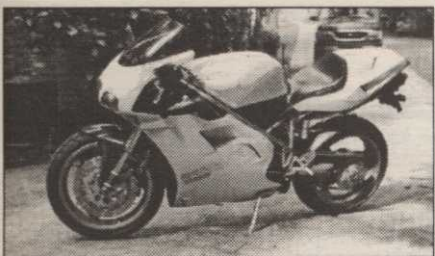
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1993 Honda F2. Five miles, clean title, stock motor, raced only a few times, all stock and race plastic, extra tank, new race tires and Penske suspension included. Great bike to start racing at only \$3900. ppenaskovic@merri-mackbuildingsupply.com. (603) 627-9886. (NH)

1999 SV650. CCS SE GT Lights Champ. Race Tech front, Vortex clip-ons, rearsets, gearing, Penske shock, M4 exhaust, Sharkskin, aluminum subframe, steel lines, many spares. \$6500 OBO. kayjsa@aol.com. (352) 332-6549. (FL)

1991 Honda CBR400RR. Jetted, Yosh pipe, upgraded drivetrain. You buy, you deliver. As is. Never raced. Original owner. Arizona tags. \$3000. usmcwolduncan@cs.com. (760) 385-4150. (CA)

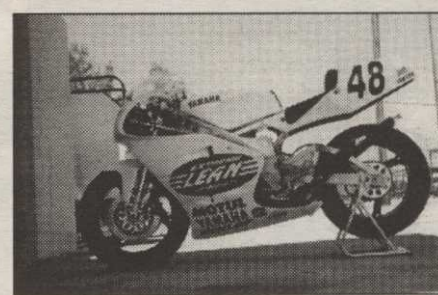
Help! Looking for cylinders, bodywork, crank, etc, for 1992 RS250. Actually, I'm interested in any 1992 RS250 parts! Call and take my money! Steve Sziegler1@aol.com. (707) 483-6700. (CA)

Help! Ducati parts wanted for 1995 900SS CR. Front fairing, side panels, fairing bracket, speed, tach, mirrors, turn signals, and mounting hardware. Will consider any and all parts. Call Danny (814) 435-7355. (PA)

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New 2000 Kawasaki ZX-9R. Never Raced! Has New Penske, Hindle-TI, Factory, Race Tech, Galfer, and Ohlins parts. Green, Computrak, plus parts, 20 miles. Best offer. Dwight ddm@dm8.com. (609) 860-3250 or (732) 699-0020. (NJ)

New 748RS Motor. 2000 Advanced Motor Sports fully tricked motor. Built by 2000 Pro Thunder Champion Jeff Nash. \$14,000. Dmcleod@structurali.com. (805) 207-8800. (CA)

1989 FZR400. 5000 street miles, 12 race weekends, new intake valves and complete valve job in 1998. Fox, Race Tech, Dynojet, Hindle, K&N, 520 chain, \$2500 OBO. Roadscholar@provide.net. (734) 528-1545. (MI)

2000 Honda RC51. All stock, never raced, just like new with less than 200 miles. \$9500. (616) 207-4890. (MI)

R6 Race Parts. Penske shock, tank, Sharkskin bodywork, Vortex sprockets, wheels, brake rotors, TI-bolts, Traxxon Dynamics forks, rain slicks, tire warmers, and more. All priced to sell. Adam, (301) 346-8610. (MD)



Yamaha R7 with 187hp R1 motor. Professionally installed. Ohlins, Marchesini, Data Acquisition. Ultimate Formula-X bike. Motor has only three races on it. Entire bike is very fresh. Make offer. (805) 402-6586. (CA)

Must sell - Must sell - Must sell. 1996 TZ250 excellent condition, extra crank, some spares. 1990 TZ250, tons of spares, set up with Marchesini super light wheels, too many spare parts to describe. RZ350 1998 SE Sportsman Champ bike also set up with Marchesini wheels. TZ250R front end, many, many mods. Pace trailer 7x14. I have not listed prices because I must sell all of this. I am not going to be able to participate in this great sport. If you are looking for any of this type of equipment I would be more than happy to send you jpegs. Just make me an offer. I am in Central FL and can deliver. Brr972@mpinet.net. Leave a message (352) 735-3322. (FL)

1997 GSXR750 wheels. Complete OEM wheel set including rotors, sprocket, bearings. Excellent condition. \$750. Paul (916) 952-1480. (CA)

1988 Honda Hawk. Velasco, Mega Cycle, Fox, F3 front end, Sharkskin, extra motor, spare wheels, brand new crank in box, Carillo rods, Venolia pistons. Many more extras, may separate. Limited delivery. \$2500. (603) 421-9837. (NH)



Singles racer CR500 motor. Pro-built chromemoly frame, super light, never raced, quick release fairing, tank and radiator. Yellow bodywork, purple frame, wheels. Needs new piston, bore. \$8000 OBO. (864) 963-3243. (SC)

1990 FZR400 Racebike. Clean, beautiful, light, many spares, \$2500 OBO. Will sell motor, radiator, ignition box, and Hindle stainless exhaust separate, \$1000. YZF750 front brake system, \$100. (864) 901-0358. (SC)

1996-1999 GSXR600-750 race bodies. Sharkskin, \$350. Multi-tech, \$250. Prime coat, like new. Gsxrr@earthlink.net. (415) 488-1666. (CA)

1997 Honda N550R. Complete engine rebuild 2/01, ported, modified head, racing ignition, Malossi piston, 20mm Mikuni, clip-ons, new chain, 1996 RS125 upper, double bubble, gearing, slicks, \$2500. (817) 478-1915. (TX)



1999 Honda RS250. Must sell. This immaculate bike has been used only one half a season. It is fast and reliable and comes with new factory spares and rider notes for 6k under cost. Call Bob (703) 768-4004 (H), or (202) 646-3879 (W). (VA)

1991 Honda F2 track bike. Sharkskin, Dunlop D364 tires, D&D header, braided hoses. Excellent condition. Also Vanson red/white leathers, size 42. Alpinestars size 9. Shoei helmet. Diablo gloves. \$3000 OBO. (732) 679-2615. (NJ)

Wanted for 1983 Honda RS500: Tank and tailsection for project bike. Scratched, cracked, or dented, all ok. Anyone out there have these parts gathering dust? Do you know someone who does? Don, e-mail da0190@aol.com, or call (203) 268-6857. (CT)

1995 900RR Superbike 945. RES, 145hp motor, Carillo flatslides, Erion head and cams, etc., Race Tech, Ohlins, PM wheels, D&D, seven gallon double dry break. Many race spares, \$6500. E-mail: teambearsouth@yahoo.com. (817) 337-0421. (TX)

Yamaha R1 link that increases ride height 15mm. The shock interferes with the stock link before optimum ride height can be obtained. Machined from 7075-T6 aluminum and clear anodized. \$79.95 plus shipping. Kit to provide ride height adjustment on GSXR coming soon. See www.engineeredracingproducts.com for more information. Dealers wanted. Fzr1000@thevine.net. (661) 250-9762. (CA)

2000 Super Hawk 996 stock cosmetics wanted! Tank, fairing, tail cowl, everything. Rebuilding a street wreck. Need other misc. parts too. zaqman@bellsouth.net. (828) 759-6482. (NC)

2000 R1. 900 miles, garage kept. Spotless. \$8995. Contact Sean at srwelborn@aol.com. (703) 303-6638. (VA)

Yamaha Superbikes, Engines and Parts. YZF/750 full factory Superbike, R1/1000 AMA F-Extreme, R1/1000 F-USA. Ohlins forks, braced swingarms, Marchesini wheels, Michelins slicks and rains. Bike and parts are very special. Dutchmanracing.com (412) 781-5551. (PA)

Wanted: 1993-1995 ZX-7 shock. Must be in excellent condition. Must be one of these years only and not an "R" model. Will buy immediately at fair price. jeremy@sport-bikeworld.com. (602) 321-4392. (AZ)

1999 R1. Red/Black. Mig. high pipe, Euro bike under-tail enclosure, Vortex 520, Scotts damper, braided lines. Great shape. \$8000. Edwards Arai, large \$250. not2highside@yahoo.com. (304) 562-0911. (WV)

Two Honda F2s for the price of one. New Dunlop 207's, 520 chain and sprockets, rearsets, Fox Shocks, braided lines, clip-ons, and lots of race-ready extras. \$2800. (732) 530-7631. (NJ)

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Want Ads

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Garage Sale GSXR/R6/ZX6R. 1999 GSXR750 wiring harness, \$100; swingarm, \$80; OEM heads, \$40; rear shock, \$75; engine covers, \$45. R6 wiring harness, \$110; with ECU box, \$230; OEM full exhaust system, \$60; swingarm, \$80; tail light, \$15; mirrors, \$25. 1999 ZX6R set of wheel rotors, green, \$350; subframe, \$50. George stationpla@aol.com. (323) 791-2327. (CA)

1998 Suzuki TLR1000. Clean, yellow. Race Tech, EBC, Yoshimura RS3, Pro-tek, rear stand, shop manual, Street & Comp top damper, Graves bracket, Sharkskinz. 2500 miles, race ready. Must sell. \$6000 OBO. Road-racer680@aol.com. (412) 675-2752. (PA)

1998 Yamaha R1. 7800 miles, red and white, D&D exhaust, Euro tail, never been raced, \$6950 OBO. (610) 766-1873 cell, (610) 277-0999. (PA)

1993 Honda RS250. Fresh motor with 1997 cylinders, LE front end, Marchesini wheels, 1998 tail, new clutch and basket, complete jetting/gearing notes. Spare wheels, rotors, bodywork, three cylinders, rain tires. Too much to list. \$5000 U.S. Will trade for race prepped GSXR600, 750 or R6. Possible delivery. hazer5@home.com. Call Jason, (705) 325-2157. (Ontario, Canada)

Dymag rims 1996-2001 Ninja ZX-7R absolutely perfect, \$1000. Steve (856) 424-8551. (NJ)

Yoshimura RS3 aluminum oval slip-on. Pipe is three months old. Sold my GSXR and need to sell pipe. \$130, plus \$10 for shipping. Call Justin at (770) 277-5195. (GA)



1995 Honda F3. Perfect starter bike, just put numbers on and go. WERA production legal, Sharkskinz, clip-ons, after market tach and temp gauge, Kevlar brake lines, much more, call Mark anytime. \$2500 OBO. Indiana, no title. (765) 643-3736. (IN)



2000 Honda RC51. 1500 miles, very clean and well maintained. \$10,500 OBO, call Mark anytime. (765) 643-3736. (IN)

1999 CBR600F4. Penske shock, Race Tech front, Yoshimura exhaust, Vortex clip-ons, rearsets, and sprockets, Factory jet kit and advancer, stainless brake lines. Clear title. \$6000 OBO. E-mail tcochrand@bellatlantic.net. (804) 273-9869. (VA)

1995 ZX-6R. Redone in 1997. Computrack frame, Race Tech forks, Penske triple shock, Muzzy Ti exhaust, power pac ignition, two sets bodywork, two motors Dyno tuned, EBC rotors, six boxes of spares. Too much to list. With leathers, asking \$4900. djpia1998@netzero.com. (718) 373-0472. (NY)

1984 RZ350 Vintage Racer. TZ body, Falcon crank, 34mm flatslides, Spec II pipes, Ferodo pads, SS lines, steering damper, aluminum rearsets, with spare motor, manual. Clean, ready to race. \$2200. John, (719) 385-0837. (CO)

2000 WSMC Formula Singles Championship Winning TZ686. Hybrid, Falcon, Edco, Omega web, Keihin flatslides, Carillo, EK, Ohlins, Scott's damper, Marchesini rear, 273lbs, 70hp+. Includes spare wheels, rebuildable motor, new top end, clutch basket, crash spares, rotors, etc. Also starting rollers. \$8000. (818) 363-2358. (CA)

For Sale: 2000 Moto-Guzzi V11 Sport. 6000 miles, fresh rubber, perfect in every respect. Red frame, green bodywork, \$8500. Located in central Florida. E-mail sh8knj8k@msn.com. (352) 216-9073. (FL)

1986-1995 GSXR600s, 750s, 1100s. Motors, frames, plastics. Great prices! (801) 595-0265. (UT)

1996 TZ250, \$5500. 1998 GSXR600 \$5500. Fresh crank and top end, PM chicane wheels, Playmate suspension, complete spares kit, cylinders, heads, pistons, rings, calipers, sprockets, clip-ons, custom oversized radiator, rear wheel, jets, carbon tank, six carbon silencers, electric shift. GSXR M4 full race system, jetted, Traxxon Dynamics, new Michelin Race III's, wired stock, red/black bodywork, 3800 miles. ruberneck@hotmail.com. (254) 756-2542. (TX)

1989 Yamaha FZR400 with FZR600 front fork. Two piston calipers, braided lines, fresh Metzlers, new battery. Spares include stock front end, F&R wheels, V&H exhaust, service manual. \$2950 OBO. (908) 725-5008. (NJ)

Honda VTR1000 Race Plastic. Sharkskinz, painted yellow, \$300. Tom, rg500v@att.net. (800) 685-7366. (NV)

Wanted: SV650 wheels and red gas tank, any year. For sale: 1997 GSXR750 parts, stock exhaust, \$75; wire harness, \$100; swingarm, \$75. cwright_ccs411@hotmail.com. (630) 493-1013. (IL)

1994 RS125. Bought new 1997. Raced five times. Modified cylinder, head, reed block and suspension. Optional tranny gears. Spares, new rains, etc. \$3000. Marchesini rear, exactly ten laps, 95+ spacers available, \$600. B-kit exhaust system, complete with flange and silencer, new in box, \$400. Perfect GP starter-kit. E-mail or leave message. ebish@stargate.net. (724) 368-9811. (PA)

1994 YZF750 Parts. New Brembo discs, V&H SS2R carbon slip-on, braking rear disc, new Air Tech seat cowl, titled frame, subframe, upper fairing bracket, swingarm, radiator, rear wheel, (805) 508-5420. (661) 725-7727. (CA)

FZR400 Parts. New Air Tech race fairing, new Magura clip-ons, 1990 front brake calipers, front fender, tail section, passenger seat cover, more. New FZR600 Brembo front discs. (805) 508-5420. (661) 725-7727. (CA)

1992 ZX7R Parts. Front wheel, \$100; rear wheel with disc cush, \$120; tach, \$60; temp gauge, \$20; warning lights, \$20; stock exhaust, \$60. Excellent condition. (805) 508-5420. (661) 725-7727. (CA)

Wanted: Parts for ZX79. 5.50 x 17 three spoke Marchesini. 1994 Stock air box, kit parts. (805) 508-5420. (661) 725-7727. (CA)

New Alpinestar, Kushitani, Styl Martin racing boots size 9-9 1/2, new Z Leathers jacket, summer breeze, red and white, size 42. (805) 508-5420. (661) 725-7727. (CA)

1993 YZF750SP. Vance & Hines Supersport bike, SS2R carbon exhaust, titled. No fuel tank, plastic, instruments or front brake calipers. \$3500 firm. (805) 508-5420. (661) 725-7727. (CA)

Honda Hawk GT F2 front rim, Race Tech front end, EBC rotors, 59hp, stock motor, full spares, rims with rains, all street parts, RC30 full fairing with catch pan, new tires. \$2750. parsnbarkr@aol.com. (630) 769-1257. (IL)



1996 Kawasaki ZX6R. 20 over degreed cams, Muzzy titanium exhaust, Penske rear shock, Race Tech forks, ported, polished, fresh engine, two races since rebuild. Fast. \$4200. Joe (813) 672-0219. (FL)

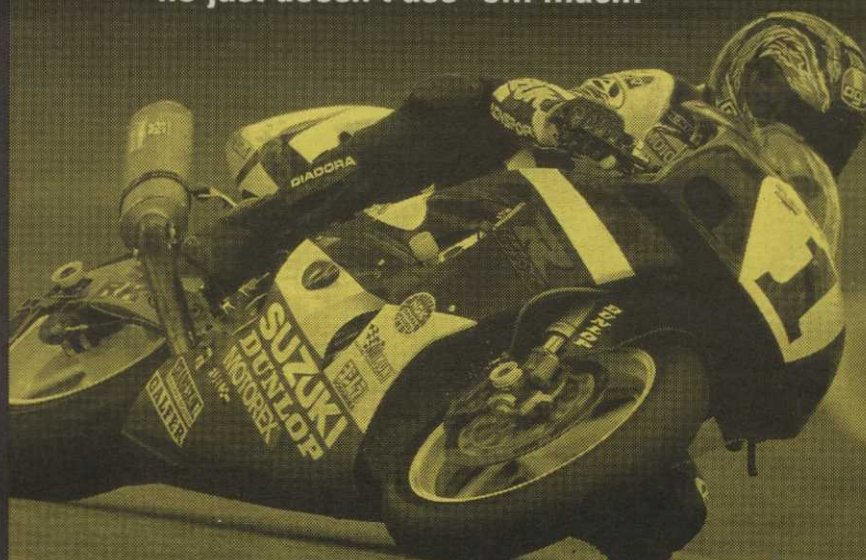
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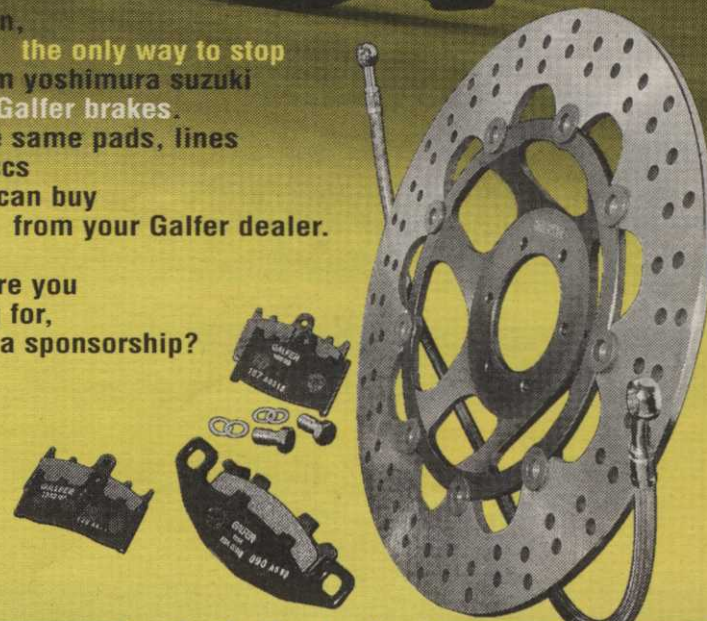
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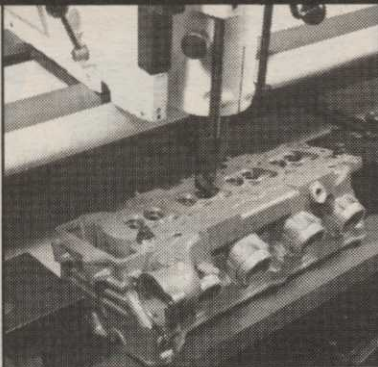
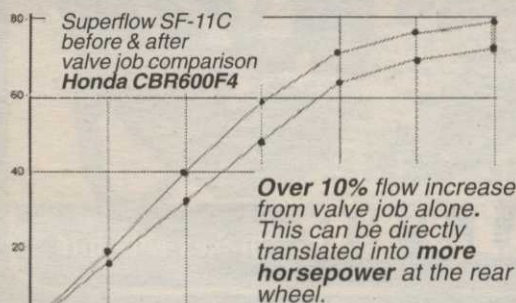
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out the wheels. I barely made the next session. I did 1:31s and the geometry for the tires was not correct. We changed the geometry on the bike and adjusted the bars. I went out in the next session and did a 1:30.00. The tires were shagged so I was sure that I could go faster.

I was into the 1:29s in the morning warm-up session. My first race was the GTO race. I was starting on the fifth row with Spies and Lopez on either side of me. My launch was okay, I followed Lopez and Hopper to the inside. Spies went around the outside, and it turned out that he did the right thing. We all got bottled up. Then Ciccotto plowed into Hopkins and crashed. Hopper stayed up while Ciccotto and his bike moved a few guys out of the way for me so that was okay. I tried to hang onto the Hopper, but he was flying on the GSX-R1000 and got away. I ended up fifth.

We put some new tires on for the next race. I got a bad start and passed a few guys. I was battling with Manny Manusuthakis for third, but he was able to just beat me. I did a bunch of 1:29s and a couple of 1:28s catching Manny. Then when I caught him we slowed to 1:30s; he was doing a lot of blocking, something that doesn't usually happen in 250s. So I had to learn to counter it. I think if I had another lap I could have figured out a way to get by. You really have to stuff everyone on a four-stroke. That's a new thing. It's a lot of fun. The racing is better. But I got fourth.

I got sixth in the next race, and did some more 1:29s and 1:28s.

I finished seventh in the last race, Unlimited Grand Prix, caught and battled Mike Ciccotto. After I got by him I just tried to catch the next group. I really had to stuff it up underneath him to get by, too.

We packed up and went to dinner. We would have left that night but Lopez had to hang out for an official debriefing. The next morning we headed for Gulf Breeze. We took the scenic route home instead of the toll road. The scenic route took us through the everglades. We were trying to spot alligators on the side of the road. Lopez saw a bunch, but I only caught a couple. It took us about 12 hours to get back to Gulf Breeze. Todd and I stayed there and drove home in the morning in the Dodge.

I had some maintenance to do on the truck so I stayed at Shane Clarke's apartment for a couple of days, then caught my flight home.

With some hard work I believe I can run up front on the GSX-R750 this year. I haven't been riding the 250cc class because it's easy. I think some guys don't realize that it's hard to run up front in the 250cc class. I rode hard in the 250cc class. I've been riding hard on these four-strokes, too. I surprised a couple of people at Homestead with my times. I think the 250cc class doesn't get the credit it deserves. Hopefully, I can help re-establish some of the credit. I'm not going to race 250s again, but there are some good riders in that class.

I'm improving every time I get on the bike. Each time I ride the bike I get one step closer to the front. I beat some guys this weekend who have been running up front at a lot of the Nationals so I'm pretty happy with my performance, and I know I'm going to get better as I get more experience.

I guess we'll see what happens at Daytona. **RW**

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LETTERS FROM THE BELLY OF THE BEAST

By Melissa Berkoff

I've never had a worse weekend at the track than the Y2K WERA 24 hour.

Willow Springs is the first track I ever raced on, and I raced there almost exclusively for just under two years. The track feels very familiar to me, and I welcomed the opportunity in 2000, as I had in 1999, to run the longest race of the year at the track that I knew the best.

In 1999, Scott Fisher and I started the race with no intention of completing it. We had no headlights, no tire budget, and no other riders. But we did well, leading all the Middleweights for most of the hours from the start

of endurance racing is putting together a team of people who can work well together, crew and riders, and then galvanizing them. The more people you accumulate, the more opinions there are to consider, the more egos to pamper, the more individual styles to cater to, the more compromises to make, the more knowledge to share, the more assets to pool, and so on, but ultimately there has to be one person to ignore all of that input and make a decision based on the idea that they know best. This is called "being the Team Captain." I'm fortunate to have the vast experience and well-developed resources of the



Post-crash, Melissa and the NOB GSX-R600 head into turn four. Photo by Brian J. Nelson.

of the race to dusk, when Scott was finally forced to pull off the track as his dark visor impaired his vision too much for him to continue. We then defected to Army of Darkness to assist them after my personal hero Darryl Saylor, who was making his Army debut, ended up with his ankle resting on his earlobe at the wall outside turn four, and Mark Junge, also riding with Army, escorted Darryl to the hospital. We subsequently won Middleweight Superbike.

Neighbor of the Beast approached the 2000 WERA 24-Hour from second in class points, almost out of reach of first place, and with high expectations. The team leading our class, Motoheaven.com, had never been to Willow. Scott and I had spent many laps going head-to-head there, he with his superior skill on his Hawk, me with my superior horsepower on my Hurricane and then my F3, and we just assumed we would beat them. At least, I did.

But one of the most difficult aspects

Army of Darkness to draw upon (and heavily lean upon) in this area, but I think it was for this reason that I was not quite prepared for what the 2000 race had in store for Neighbor of the Beast. (This is what we refer to as "foreshadowing.")

Although Scott and I had joked about doing all 24 hours by ourselves, we ultimately agreed that we should have at least four riders (or I at least told him that's what we agreed upon). My main criterion for choosing our additional riders was that they have endurance experience. Willow experience was a plus. We invited Kevin Perkins of the WERA Endurance Middleweight Superbike team VCR, his GSXR600 (for our spares donor bike), and Willow regular Robbie Dowie, who also had endurance experience.

Sam and I had volunteered to drive the big rig out to California, picking up Scott and a rented RV in Las Vegas on the way. The rest of the riders and



Kevin never suspected the real reason Melissa asked him to bring his bike until it was too late. Photo by Brian J. Nelson.

crew either flew out or drove out to meet us at the track, and we all converged on our garage at Willow Springs International Raceway on Friday morning, practice day.

Shortly after practice began, I found that even though Scott had never challenged my judgment (as far as the bike was concerned), that did not mean that the bike would be perfect for everyone. We started making changes to the suspension set-up. We continued making changes beyond my level of comfort because, when confronted with conflicting ideas, it was easier for me to capitulate than to defend the validity of my experience or just flatly overrule other people's input. I felt less secure asking someone else to compromise what they felt was a good set-up than I did just compromising myself. This is called "not being the Team Captain."

So I went out, tried to go fast, and crashed the bike.

I hadn't crashed in over two years.

were to happen during the race. So we set to work hungrily scavenging parts off the poor bike until there was little left, and we grafted them onto the race-bike. We were done by the time afternoon practice had ended.

After adjusting the headlights, we took turns riding in night practice. The previous year, riding at night was one of the things I enjoyed the most about the 24, but this time the bike was still not handling for me. I promised myself I would regain control of my team and our bike the next morning, when I would adjust the set-up to where I thought it should be and test it at speed in the desert heat. That was the plan, but a slipping clutch that we had to change out during part of Saturday-morning practice, and the red flag that ended practice, kept me from keeping that bargain with myself.

I started the race on a bike that was handling so harshly it made Wil-



Scott revisits his Hawk days of racing without a windscreen, with the 24-hour special edition Neighbor of the Beast Harley-Davidson replica paint job. Photo by Brian J. Nelson.

I was furious. In the crash truck on the way back to the pits, I took a quick inventory of the left side of the bike (because that's where I was sitting) and noticed that I could see daylight through a small crack in the frame, below the middle of the seat. Not good. But not fatal. In the pits, with the bike sitting in the shade of our garage, we made a list of parts needed and set about amassing those parts. My benefactor of the hour, John Ulrich, offered up a sacrificial, bone-stock GSX-R600 on the condition that it be returned to its pristine shape after the race. The working theory was that we would still have a complete stock of spares ready to go if anything else

low feel like IRP. It was scorching hot, the bike was hammering me all over the place, rear traction was sketchy at best, and I was angry. I tried to settle in for an hour of managing the bike, but the more it tried to shake me off, the more tired I got, and with about five minutes left in my stint, I crashed again.

I was okay, just horrified as I watched the other bikes going by from the wrong side of the track. I was supposed to be out there! I was not supposed to be sitting on the outside of turn four losing the race for us and destroying our chance at the class Championship. I picked up the bike and, as I looked to see if the front brake

lever was still there, realized I was staring into the bottom of an empty brake fluid reservoir. I leaned over the bike to check the condition of the rear brake pedal. It was there, complete, and still attached to the rearset. However, the rearset was no longer attached to the bike, as the tabs on the frame that it bolted onto had snapped off. The realization that we would not be finishing the race on this bike, if we finished at all, hit me harder than the asphalt had.

Out of the crash truck and back in the pits again, I announced that the frame was broken and I looked expectantly at Kevin. I wasn't going to ask him to sacrifice his bike into the maw. After all, he had seen how I treated mine. But he didn't miss a beat, and said "We'll use mine."

"Are you sure?," I asked. "You don't have to do this..."

"I'm sure," he said. "We came all the way out here, we might as well finish the race." For the second time in as many days, we set about combining two GSX-R600s into one.

When you re-enter an endurance race on a different frame than the one you started with, you lose all laps accumulated with the first frame. Including the time we spent prepping Kevin's bike in the pits, we lost about two hours. I think we were dead last for a while. We kept the bike going and slowly crawled back up the standings, but all I could think was that, no matter where we finished, it wasn't going to be good enough.

When it was my turn to ride, I was so apprehensive about crashing Kevin's bike that I went really, really slow. It was night, which didn't help my lap times any, and I was going so slow that my fuel, which usually lasts anywhere from 50-60 minutes, lasted for 75 minutes. The last 10 minutes of that stint I was screaming obscenities at the fuel light at the top of my lungs. I felt I was being slowly tortured, and the torture was making me insane.

I only rode one additional stint after that, at just before dawn. I helped AOD with their motor swap that evening, and the mood in the pits was black (or maybe it was just the clothing). We kept our bikes circulating, though, and we each managed to return our respective teams to second in class by the end of the race. AOD beat its rival Paramount, but we lost to ours. We ended up winning the last race of the year, but we lost the class Championship by seven points.

When the race was over, I and some of the crew members who weren't packing the trailer or dead from exhaustion set to work returning two racebikes to something resembling their original race trim make-up (while I alternately apologized to and thanked Kevin for the abuse and use of his bike), and one stripped streetbike back to stock street trim.


While this was going on, John Ulrich distinguished himself with this piece of advice for me: "You're Team Captain. If one of your riders wants to change the bike and you don't want to, you tell them to ride it the way it is or get the f--k out." Oh, sure, now you tell me!

Although it seemed like it would never happen, we finally finished all the Frankensteins, and placed the last few things in the trailer. I took one last look at the track, and wished like crazy that it was Friday again. **RW**

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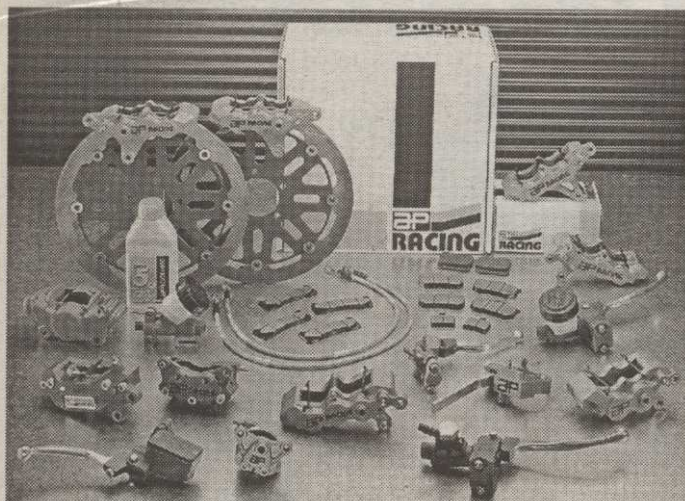
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5/4-6 Jerez, Spain
5/18-20 Le Mans, France
6/1-3 Mugello, Italy
6/15-17 Catalunya, Spain
6/28-30 Assen, Holland
7/6-8 Donington Park, Great Britain
7/20-22 Sachsenring, Germany
8/24-26 Brno, Czech Republic
9/7-9 Estoril, Portugal
9/21-23 Valencia, Spain
10/5-7 Twin Ring Motegi, Japan
10/12-14 Phillip Island, Australia
10/19-21 Sepang, Malaysia
11/2-4 Rio, Brazil

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www.fim.ch.

FIM Superbike World Championship Series

3/30-4/1 Kyalami, South Africa
4/20-22 Phillip Island, Australia
4/27-29 Sugo, Japan
5/11-13 Monza, Italy
5/25-27 Donington Park, Great Britain
6/8-10 Lausitzring, Germany
6/22-24 Misano, San Marino
7/6-8 Laguna Seca, USA
7/27-29 Brands Hatch, Great Britain
9/7-9 Assen, Holland
9/28-30 Imola, Italy

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AMA Chevy Trucks U.S. Superbike Championship

5/4-6 Sears Point Raceway, Sonoma, CA
5/18-20 Road Atlanta, Braselton, GA
6/8-10 Road America, Elkhart Lake, WI
6/15-17 New Hampshire International Speedway, Loudon, NH
7/6-8 Laguna Seca Raceway, Monterey, CA
7/20-22 Mid-Ohio Sports Car Course, Lexington, OH
7/27-29 Brainerd International Raceway, Brainerd, MN
8/24-26 Pikes Peak International Raceway, Fountain, CO
9/28-30 Virginia International Raceway, Alton, VA
For additional info, call AMA at (614) 856-1900, FAX (614) 856-1920, online www.amaproracing.com.

Formula USA National Road Racing Series

4/19-22 Willow Springs Int'l. Raceway, Rosamond, CA
6/28-7/1 Virginia Int'l Raceway, Danville, VA
8/23-26 Pocono Int'l. Raceway, Long Pond, PA
9/6-9 Portland Int'l Raceway, Portland, OR
10/18-21 Daytona Int'l. Speedway, Daytona Beach, FL
Other dates and locations TBA. For additional info, call (817) 332-4822, FAX (817) 870-9790, www.formulausa.com.

WEA National Endurance Series

3/31 6hr Texas World Speedway, College Station, TX
5/26 4hr Talladega Gran Prix Raceway, Talladega, AL
6/2 6hr Putnam Park Road Course, Mt. Meridian, IN
6/16 4hr Virginia International Raceway, Alton, VA
6/30 6hr Portland International Raceway, Portland, OR
8/4 6hr Summit Point Raceway, Summit Point, WV
9/1 4hr Memphis Motorsports Park, Millington, TN
9/8 4hr Rausch Creek Motorsports Park, Valley View, PA
10/26 4hr GNF, Road Atlanta, Braselton, GA
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WEA National Challenge Series

3/29-4/1 Texas World Speedway, College Station, TX
5/25-27 Talladega Gran Prix Raceway, Talladega, AL
6/1-3 Putnam Park Road Course, Mt. Meridian, IN
6/14-17 Cycle Jam, Virginia International, Danville, VA
6/29-7/1 Portland International Raceway, Portland, OR
8/3-5 Summit Point Raceway, Summit Point, WV
8/31-9/2 Memphis Motorsports Park, Millington, TN
9/7-9 Rausch Creek Motorsports Park, Valley View, PA
10/23-28 GNF, Road Atlanta, Braselton, GA
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CCS California Region

4/7-8 Streets of Willow Springs, Rosamond, CA (TC)
4/28-29 Thunderhill Park, Willows, CA

5/26-27 Firebird Int'l Raceway, Chandler, AZ
 6/2-3 Streets of Willow Springs, Rosamond, CA
 6/16-17 Las Vegas Classic Course, Las Vegas, NV
 6/30-7/1 Buttonwillow Raceway, Buttonwillow, CA (TC)
 8/11-12 Thunderhill Park, Willows, CA (TC)
 9/1-2 Streets of Willow Springs, Rosamond, CA
 9/15-16 Phoenix Int'l Raceway, Phoenix, AZ
 10/6-7 Thunderhill Park, Willows, CA
 11/10-11 Buttonwillow Raceway, Buttonwillow, CA
 12/1-2 Streets of Willow Springs, Rosamond, CA *
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CCS Florida Region

3/17-18 Moroso Motorsports Park, W. Palm Beach, FL
 4/7-8 Roebbling Road Raceway, Faulkville, GA
 4/21-22 Moroso Motorsports Park, W. Palm Beach, FL
 5/27-28 Moroso Motorsports Park, W. Palm Beach, FL
 6/9-10 Carolina Motorsports Park, Kershaw, SC (TC)
 6/23-24 Homestead Motorsports Complex, Homestead, FL
 7/21-22 Moroso Motorsports Park, W. Palm Beach, FL
 8/11-12 Road Atlanta, Braselton, GA
 8/25-26 Moroso Motorsports Park, W. Palm Beach, FL
 9/1-2 Roebbling Road Raceway, Faulkville, GA (TC)
 9/22-23 Moroso Motorsports Park, W. Palm Beach, FL
 12/8-9 Homestead Motorsports Complex, Homestead, FL *
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CCS Mid-Atlantic Region

4/14-15 Virginia Int'l Raceway, Danville, VA
 5/5-6 Carolina Motorsports Park, Kershaw, SC
 5/12-13 Summit Point Raceway, Summit Point, WV *
 6/2-3 Rausch Creek Raceway, Harrisburg, PA
 6/23-24 Roebbling Road Raceway, Faulkville, GA
 7/7-8 Summit Point Raceway, Summit Point, WV
 7/14-15 Rausch Creek Raceway, Harrisburg, PA
 8/4-5 Virginia Int'l Raceway, Danville, VA (TC)
 8/18-19 Rausch Creek Raceway, Harrisburg, PA
 9/8-9 Summit Point Raceway, Summit Point, WV
 9/22-23 Rausch Creek Raceway, Harrisburg, PA (TC)
 10/6-7 Virginia Int'l Raceway, Danville, VA
 10/13-14 Summit Point Raceway, Summit Point, WV *
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CCS Midwest Region

3/17-18 Gateway Int'l Raceway, Fairmont City, IL *
 4/7-8 Blackhawk Farms Raceway, S. Beloit, IL
 4/27-29 Road America, Elkhart Lake, WI ** (TC)
 5/19-20 Blackhawk Farms Raceway, S. Beloit, IL
 6/2-3 Blackhawk Farms Raceway, S. Beloit, IL
 6/9-10 Gateway Int'l Raceway, Fairmont City, IL
 7/7-8 Blackhawk Farms Raceway, S. Beloit, IL
 7/21-22 Putnam Park Road Course, Mt. Meridian, IN
 7/28-29 Gateway Int'l Raceway, Fairmont City, IL (TC @ night)
 8/25-26 Blackhawk Farms Raceway, S. Beloit, IL
 9/8-9 Blackhawk Farms Raceway, S. Beloit, IL (TC)
 10/6-7 Gateway Int'l Raceway, Fairmont City, IL *
 * Double Points
 ** Twin Sprints Event, (TC) 200-Mile Team Challenge
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CCS Northeast Region

4/28-29 New Hampshire Int'l Speedway, Loudon, NH
 5/5-6 Rausch Creek Raceway, Harrisburg, PA
 5/19-20 New Hampshire Int'l Speedway, Loudon, NH
 6/9-10 New Hampshire Int'l Speedway, Loudon, NH
 7/7-8 New Hampshire Int'l Speedway, Loudon, NH
 7/21-22 Rausch Creek Raceway, Harrisburg, PA
 7/28-29 New Hampshire Int'l Speedway, Loudon, NH
 8/11-12 Rausch Creek Raceway, Harrisburg, PA
 8/18-19 New Hampshire Int'l Speedway, Loudon, NH
 9/1-2 New Hampshire Int'l Speedway, Loudon, NH
 9/29-30 New Hampshire Int'l Speedway, Loudon, NH
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CCS South Central Region (CMRA)

3/31-4/1 Motorsports Ranch, Cresson, TX
 4/28-29 Texas World Speedway, College Station, TX
 6/1-3 Hallett Motor Racing Circuit, Hallett, OK
 6/23-24 Oak Hill Raceway, Henderson, TX
 7/21-22 Texas World Speedway, College Station, TX
 9/1-2 Motorsports Ranch, Cresson, TX
 9/29-30 Hallett Motor Racing Circuit, Hallett, OK
 10/27-28 Texas World Speedway, College Station, TX
 For additional info, call (800) 423-8736 or in Houston (281)
 342-9032, FAX (281) 232-8602, e-mail cmra@flash.net,
 www.cmrracing.com.

CCS Southeast Region

3/17-18 Moroso Motorsports Park, W. Palm Beach, FL
 3/31-4/1 Roebbling Road Raceway, Faulkville, GA

4/14-15 Virginia Int'l Raceway, Danville, VA
 5/5-6 Carolina Motorsports Park, Kershaw, SC
 5/26-27 Roebbling Road Raceway, Faulkville, GA
 6/9-10 Carolina Motorsports Park, Kershaw, SC (TC)
 6/23-24 Roebbling Road Raceway, Faulkville, GA
 7/21-22 Roebbling Road Raceway, Faulkville, GA
 8/4-5 Virginia Int'l Raceway, Danville, VA (TC)
 8/11-12 Road Atlanta, Braselton, GA
 9/1-2 Roebbling Road Raceway, Faulkville, GA (TC)
 10/6-7 Virginia Int'l Raceway, Danville, VA
 11/3-4 Carolina Motorsports Park, Kershaw, SC *
 * Double Points, (TC) 200-Mile Team Challenge
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 e-mail Kevin.Elliott@sfx.com, www.ccsracing.com.

CCS Southwest Region

4/7-8 Streets of Willow Springs, Rosamond, CA (TC)
 5/5-6 Firebird Int'l Raceway (East), Chandler, AZ
 5/26-27 Firebird Int'l Raceway, Chandler, AZ
 6/30-7/1 Buttonwillow Raceway, Buttonwillow, CA (TC)
 9/1-2 Streets of Willow Springs, Rosamond, CA
 9/8-9 Firebird Int'l Raceway (West), Chandler, AZ
 10/6-7 Firebird Int'l Raceway, Chandler, AZ (TC)
 11/11-12 Buttonwillow Raceway, Buttonwillow, CA
 12/2-3 Firebird Int'l Raceway, Chandler, AZ *
 * Double Points (TC) 200-Mile Team Challenge
 For additional info, call (817) 332-4822, FAX (817) 870-9790,
 e-mail Kevin.Elliott@sfx.com, www.ccsracing.com.

CCS Race of Champions (ROC)

10/18-21 Daytona Int'l Speedway, Daytona Beach, FL
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 7/7-8 Road Atlanta, Braselton, GA
 7/28-29 Nelson Ledges Road Course, Garrettsville, OH
 8/11-12 Putnam Park Road Course, Mt. Meridian, IN
 9/1-2 Nelson Ledges Road Course, Garrettsville, OH
 9/22-23 Putnam Park Road Course, Mt. Meridian, IN
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WERA Northeast Region

4/21-22 Summit Point Raceway, Summit Point, WV
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 6/9-10 Summit Point Raceway, Summit Point, WV
 6/14-17 WERA Cycle Jam, VIR, Danville, VA *
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 7/7-8 Road Atlanta, Braselton, GA
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 5/26-27 Rausch Creek Raceway, Valley View, PA
 6/9-10 Summit Point Raceway, Summit Point, WV
 6/14-17 WERA Cycle Jam, VIR, Danville, VA *
 6/23-24 Carolina Motorsports Park, Kershaw, SC
 7/7-8 Road Atlanta, Braselton, GA
 7/28-29 Nelson Ledges Road Course, Garrettsville, OH
 8/18-19 Virginia Int'l Raceway, Danville, VA
 9/1-2 Nelson Ledges Road Course, Garrettsville, OH
 9/22-23 Virginia Int'l Raceway, Danville, VA
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 7/14-15 Hallett Motor Racing Circuit, Hallett, OK
 8/11-12 Putnam Park Road Course, Mt. Meridian, IN
 8/25-26 Talladega Gran Prix Raceway - Talladega, AL
 9/22-23 Putnam Park Road Course, Mt. Meridian, IN
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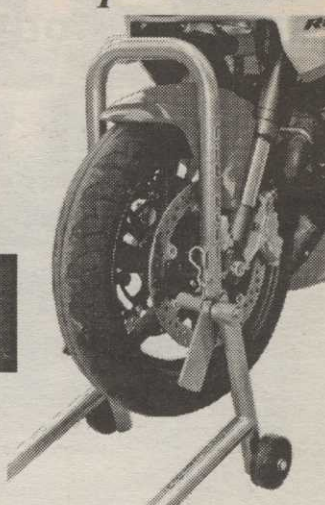
3/24-25 Roebbling Road Raceway, Faulkville, GA
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 6/9-10 Roebbling Road Raceway, Faulkville, GA
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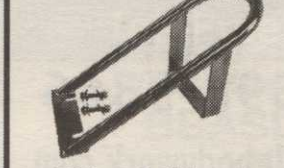
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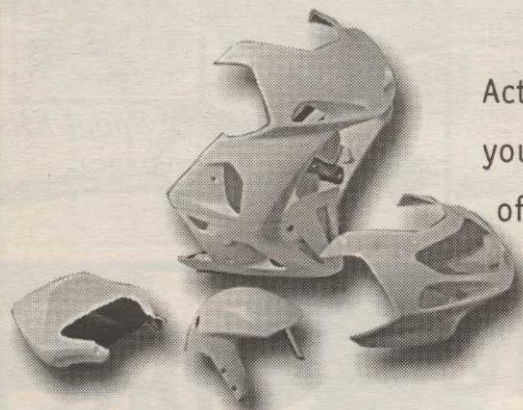
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Calendar

continued from page 81

8/11-12 Roebing Road Raceway, Faulkville, GA
8/25-26 Talladega Gran Prix Raceway - Talladega, AL
9/8-9 Carolina Motorsports Park, Kershaw, SC
9/15-16 Roebing Road Raceway, Faulkville, GA
* Double Points
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WERA South Central Region

3/30/4/1 Texas World Speedway, College Station, TX
5/12-13 Texas Motor Speedway, Justin, TX
6/2-3 Texas World Speedway, College Station, TX
6/14-17 WERA Cycle Jam, VIR, Danville, VA*
7/14-15 Hallett Motor Racing Circuit, Hallett, OK
8/18-19 Texas World Speedway, College Station, TX
9/14-16 Texas Motor Speedway, Justin, TX
* Double Points
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10/24-28 Road Atlanta, Braselton, GA
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AFM Series

4/14-15 Sears Point Raceway, Sonoma Point, CA
5/12-13 Thunderhill Park, Willows, CA
6/2-3 Sears Point Raceway, Sonoma, CA
7/21-22 Thunderhill Park, Willows, CA
8/18-19 Sears Point Raceway, Sonoma, CA
9/22-23 Sears Point Raceway, Sonoma, CA
10/20-21 Buttonwillow Raceway, Buttonwillow, CA
For additional info, call (510) 796-7005, FAX (510) 881-0161,
e-mail afm@afmracing.org, www.afmracing.org

CRA Series

4/8 Everett McClay VFW, Bloomington, MN*
5/4-6 Colonel's Brainerd Int'l Raceway, Brainerd, MN
6/22-24 Colonel's Brainerd Int'l Raceway, Brainerd, MN
7/13-15 Colonel's Brainerd Int'l Raceway, Brainerd, MN
8/18-19 Heartland Park, Topeka, KS
9/14-16 Colonel's Brainerd Int'l Raceway, Brainerd, MN
* (new riders classroom session)
For additional info, call (612) 332-4070, www.cra-mn.org

FASTTRAX Sprint and Endurance Series

4/28-29 Nelson Ledges Road Course, Garrettsville, OH (3 HR)
5/26-27 Nelson Ledges Road Course, Garrettsville, OH (3 HR)
6/30/7/1 Nelson Ledges Road Course, Garrettsville, OH (3 HR)
7/16-17 Mid-Ohio Sports Car Course, Lexington, OH* (2 HR)
8/11-12 Nelson Ledges Road Course, Garrettsville, OH (3 HR)
9/8-9 Nelson Ledges Road Course, Garrettsville, OH (3 HR)
9/29-30 Nelson Ledges Road Course, Garrettsville, OH (4 HR)
* Includes AMA Grand Championship Classes.
For additional info, call Bob Stanley (330) 494-8410, FAX (330) 494-8398, e-mail rstanley@neo.rr.com, www.fastone.com

AMA Grand Championships

7/16-17 Mid-Ohio Sports Car Course, Lexington, OH*
* Run in conjunction with the FASTTRAX Series.
For additional info, call AMA at (614) 856-1900, FAX (614) 856-1920, www.ama-cycle.org

GLLRA Midwest Cycle Fest

4/22 Grattan Raceway, Grattan, MI
5/20 Gingerman Raceway, S. Haven, MI
6/10 Grattan Raceway, Grattan, MI
7/8 Grattan Raceway, Grattan, MI
8/12 Gingerman Raceway, S. Haven, MI
8/26 Grattan Raceway, Grattan, MI
9/9 Gingerman Raceway, S. Haven, MI
9/23 Grattan Raceway, Grattan, MI
For additional info, call (616) 458-5888, FAX (616) 458-5740,
www.midwestcyclefest.com

GPRA Series, East Coast Region (125/250)

4/28-29 Road America, Elkhart Lake, WI**
6/9-10 Grattan Raceway, Grattan, MI***
6/29-7/1 Virginia Int'l Raceway, Danville, VA*
8/24-26 Pocono Int'l Raceway, Long Pond, PA*
* Held in conjunction with F-USA event.
** Held in conjunction with CCS event.
*** Held in conjunction with CCS/ GLRRA event.
For additional info, call GPRA at (501) 423-5275, FAX (501) 423-5275, www.gpra.org

GPRA Series, West Coast Region (125/250)

4/19-22 Willow Springs Int'l Raceway, Rosamond, CA*
4/28-29 Thunderhill Motorsports Park, Willows, CA**
6/30-7/1 Buttonwillow Raceway Park, Buttonwillow, CA**
8/4-5 Seattle Int'l Raceway, Kent, WA****
9/7-9 Portland Int'l Raceway, Portland, OR*

* Held in conjunction with F-USA event.
** Held in conjunction with CCS event.
*** Held in conjunction with CCS/ GLRRA event.
**** Held in conjunction with WMRRRA event.

For additional info, call GPRA at (501) 423-5275, FAX (501) 423-5275, www.gpra.org

GPRA National Championship Final (125/250)

10/18-21 Daytona Int'l Speedway, Daytona Beach, FL*
* Held in conjunction with F-USA event.
For additional info, call GPRA at (501) 423-5275, FAX (501) 423-5275, website www.gpra.org

Northeast Sportbike Association (NESBA) Track Days

4/21 Pocono Int'l Raceway (East course), Long Pond, PA
4/29 Rausch Creek Motorsports Park, Valley View, PA
5/12-13 Summit Point Raceway (Jefferson Circuit), Summit Point, WV
5/12-13 Grattan Raceway, Grattan, MI
6/2 Pocono Int'l Raceway (East course), Long Pond, PA
6/2-3 Virginia Int'l Raceway (South course), Danville, VA
6/8 Summit Point Raceway (full course), Summit Point, WV
6/9-10 Summit Point Raceway (Jefferson Circuit), Summit Point, WV
6/14 Road America, Elkhart Lake, WI
6/16-17 Carolina Motorsports Park, Kershaw, SC
7/1 Virginia Int'l Raceway (South course), Danville, VA
7/14-15 Putnam Park Road Course, Mt. Meridian, IN
7/14-15 Virginia Int'l Raceway (South course), Danville, VA
7/21-22 Summit Point Raceway (Jefferson Circuit), Summit Point, WV
7/29 Rausch Creek Motorsports Park, Valley View, PA
8/18-19 Blackhawk Farms, S. Beloit, IL
8/18 Pocono Int'l Raceway (2.5-mile course), Long Pond, PA
9/9 Pocono Int'l Raceway (East course), Long Pond, PA
9/14-15 Rausch Creek Motorsports Park, Valley View, PA
9/16 Virginia Int'l Raceway (North course), Danville, VA
9/22-23 Blackhawk Farms, S. Beloit, IL
9/29-30 Virginia Int'l Raceway (South course), Danville, VA
10/6-7 Pocono Int'l Raceway (East course), Long Pond, PA
10/13-14 Rausch Creek Motorsports Park, Valley View, PA
10/20-21 Putnam Park Road Course, Mt. Meridian, IN
11/3 Summit Point Raceway (Jefferson Circuit), Summit Point, WV
11/3-4 Gateway Int'l Raceway, Madison, IL
11/17-18 Carolina Motorsports Park, Kershaw, SC
For more info, call/ FAX (877) AT-NESBA, www.nesba.com

HRRA Series

3/25 Hawaii Raceway Park, Ewa Beach, HI
4/22 Hawaii Raceway Park, Ewa Beach, HI
5/20 Hawaii Raceway Park, Ewa Beach, HI
6/24 Hawaii Raceway Park, Ewa Beach, HI
7/29 Hawaii Raceway Park, Ewa Beach, HI
8/26 Hawaii Raceway Park, Ewa Beach, HI
9/23 Hawaii Raceway Park, Ewa Beach, HI
10/28 Hawaii Raceway Park, Ewa Beach, HI
11/25 Hawaii Raceway Park, Ewa Beach, HI
12/23 Hawaii Raceway Park, Ewa Beach, HI
For additional info, call (808) 541-1491, FAX (808) 832-2381,
e-mail HawkGTP@aol.com, www.hrta.net

OMRRA Series

4/20-22 Portland Int'l Raceway, Portland, OR
5/18-20 Portland Int'l Raceway, Portland, OR
6/10 Portland Int'l Raceway, Portland, OR
6/29-7/1 Portland Int'l Raceway, Portland, OR
9/21-23 Portland Int'l Raceway, Portland, OR
10/13-14 Portland Int'l Raceway, Portland, OR
For more info, call (503) 221-1487, FAX (503) 439-6279, e-mail
omrra@aol.com, www.omrra.com

WMRRRA Series

4/1 Bremerton Raceway, Bremerton, WA*
4/14-15 Seattle Int'l Raceway, Kent, WA
5/5-6 Spokane Raceway Park, Spokane, WA
5/26-27 Seattle Int'l Raceway, Kent, WA
6/16-17 Seattle Int'l Raceway, Kent, WA
7/1 Bremerton Raceway, Bremerton, WA*
7/14-15 Spokane Raceway Park, Spokane, WA
8/4-5 Seattle Int'l Raceway, Kent, WA
9/1-2 Spokane Raceway Park, Spokane, WA
9/30 Seattle Int'l Raceway, Kent, WA
*New Rider Clinic & Super TT
For additional info, call (425) 338-4686, www.wmrra.com

WSMC Series

3/17-18 Willow Springs Int'l Raceway, Rosamond, CA
4/14-15 Willow Springs Int'l Raceway, Rosamond, CA
5/19-20 Willow Springs Int'l Raceway, Rosamond, CA
6/16-17 Willow Springs Int'l Raceway, Rosamond, CA
7/14-15 Willow Springs Int'l Raceway, Rosamond, CA
8/18-19 Willow Springs Int'l Raceway, Rosamond, CA
9/15-16 Willow Springs Int'l Raceway, Rosamond, CA
10/20-21 Willow Springs Int'l Raceway, Rosamond, CA
11/17-18 Willow Springs Int'l Raceway, Rosamond, CA
12/15-16 Willow Springs Int'l Raceway, Rosamond, CA
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CMRRA Series (50-80cc)

4/7-8 Willow Kart Track, Rosamond, CA
5/13 Adams Kart Track, Riverside, CA
6/23 Las Vegas Karting Center, Sloan, NV
7/21-22 Streets of Willow, Rosamond, CA*
8/12 Adams Kart Track, Riverside, CA
9/9 Adams Kart Track, Riverside, CA
10/6-7 Willow Kart Track, Rosamond, CA
11/4 Amago Raceway, Palomar, CA
12/1-2 Willow Kart Track, Rosamond, CA

*Includes Formula 3 125GP, RD 350/400, 500/650 Singles.
For additional info, call CMRRA at (909) 674-5357, e-mail racecmr@aol.com, www.racecmr.com.

AHRMA/ Progressive Suspension Historic Cup Series (Vintage)

4/7-8 Hallet Motor Racing Circuit, Hallet, OK*
4/28-29 Sears Point Raceway, Sonoma, CA*
5/5-6 Willow Springs Int'l Raceway, Rosamond, CA*
5/27-28 Summit Point Raceway, Summit Point, WV*
6/16-17 Grattan Raceway Park, Grattan, MI*
7/14-15 Mid-Ohio Sports Car Course, Lexington, OH
8/25-26 Gingerman Raceway, S. Haven, MI*
9/15-16 Second Creek Raceway, Denver, CO*
10/6-7 Talladega Gran Prix Raceway, Talladega, AL*
10/20-21 Carolina Motorsports Park, Kershaw, SC*
For additional info, call AHRMA (913) 268-4401, FAX (913) 268-4400, e-mail ahrma18@earthlink.net, www.ahrma.org.

AHRMA Pacific Crown Series (Vintage)

4/28-29 Sears Point Raceway, Sonoma, CA*
5/5-6 Willow Springs Int'l Raceway, Rosamond, CA*
For additional info, call AHRMA (913) 268-4401, FAX (913) 268-4400, e-mail ahrma18@earthlink.net, www.ahrma.org.

AHRMA Masters of the Midwest Series (Vintage)

6/16-17 Grattan Raceway Park, Grattan, MI*
7/14-15 Mid-Ohio Sports Car Course, Lexington, OH
8/25-26 Gingerman Raceway, S. Haven, MI*
For additional info, call AHRMA (913) 268-4401, FAX (913) 268-4400, e-mail ahrma18@earthlink.net, www.ahrma.org.

AHRMA Dixie Cup Series (Vintage)

5/27-28 Summit Point Raceway, Summit Point, WV*
10/6-7 Talladega Gran Prix Raceway, Talladega, AL*
10/20-21 Carolina Motorsports Park, Kershaw, SC*
For additional info, call AHRMA (913) 268-4401, FAX (913) 268-4400, e-mail ahrma18@earthlink.net, www.ahrma.org.

AHRMA Heroes of the Heartland Series (Vintage)

4/7-8 Hallet Motor Racing Circuit, Hallet, OK*
9/15-16 Second Creek Raceway, Denver, CO*
*two complete rounds per weekend
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USCRA Series (Vintage)

5/27-28 New Hampshire Int'l Speedway, Loudon, NH
6/10 Gunstock Ski Area, Gilford, NH
6/11 New Hampshire Int'l Speedway, Loudon, NH
6/17 New Hampshire Int'l Speedway, Loudon, NH
7/20-22 Shubenacadie, Nova Scotia, Canada
8/3-5 New Hampshire Int'l Speedway, Loudon, NH
8/24-26 Mosport, Ontario, Canada
9/3 New Hampshire Int'l Speedway, Loudon, NH
* With WERA Vintage
For additional info, call (603) 226-5858, FAX (603) 225-6113, e-mail USCRA@aol.com, www.race-uscra.com.

WERA National Vintage Series

3/10-11 Hallet Motor Racing Circuit, Hallet, OK
4/7-8 Summit Point Raceway Summit Point, WV
4/28-29 Talladega Gran Prix Raceway - Talladega, AL
5/12-13 Texas Motor Speedway, Justin, TX
5/12-13 Putnam Park Road Course, Mt. Meridian, IN
5/26-27 Rousch Creek Raceway, Valley View, PA
6/2-3 Texas World Speedway, College Station, TX
6/9-10 Summit Point Raceway, Summit Point, WV*
6/9-10 Roebing Road Raceway, Faulkville, GA
6/23-24 Carolina Motorsports Park, Kershaw, SC
6/30/7/1 Gingerman Raceway, South Haven, MI*
7/7-8 Road Atlanta, Braselton, GA*
7/14-15 Hallet Motor Racing Circuit, Hallet, OK
7/28-29 Nelson Ledges Road Course, Garrettsville, OH
8/11-12 Putnam Park Road Course, Mt. Meridian, IN*
8/18-19 Texas World Speedway, College Station, TX
8/18-19 Virginia Int'l Raceway, Danville, VA
8/25-26 Talladega Gran Prix Raceway - Talladega, AL
9/1-2 Nelson Ledges Road Course, Garrettsville, OH
9/8-9 Carolina Motorsports Park, Kershaw, SC
9/14-16 Texas Motor Speedway, Justin, TX*
9/15-16 Roebing Road Raceway, Faulkville, GA
9/22-23 Virginia Int'l Raceway, Danville, VA*
10/23-28 GNF, Road Atlanta, Braselton, GA*
* Double Points
For additional info, call (770) 720-5010, FAX (770) 720-5015, www.wera.com

Parts Canada Superbike Championship

5/17-20 Shannonsville Motorsports Park, Shannonsville, ON
6/7-10 Race City Motorsport Park, Calgary, AB
6/16-17 Namoo Airport, Edmonton, AB
7/5-8 Autodrome St-Eustache, St-Eustache, QC
7/20-22 Mosport Int'l Raceway, Mosport, ON
8/9-12 Atlantic Motorsport Park, Shubenacadie, NS
8/31-9/2 Shannonsville Motorsports Park, Shannonsville, ON
For additional info, call (416) 962-7223, www.cdnsuperbike.com.

FIM Endurance World Championship

4/15-16 24hr LeMans, France
5/6 6hr Brno, Czech Republic
6/9 6hr Brands Hatch, England
7/1 6hr Nurburgring, Germany
7/14-15 24hr Spa Francorchamps, Belgium
8/5 8hr Suzuka, Japan
8/11-12 24hr Oschersleben, Germany
9/15-16 24hr Bol d'Or, Magny Cours, France
For additional info, call FIM at 011-41-22-950-9500, FAX 011-41-22-950-9501, e-mail fim@fim.ch, www.fim.ch.

FIM Supersport World Championship Series

3/30-4/1 Kyalami, South Africa*
4/20-22 Phillip Island, Australia
4/27-29 Sugo, Japan
5/11-13 Monza, Italy
5/25-27 Donington Park, Great Britain
6/8-10 Lausitzring, Germany
6/22-24 Misano, San Marino
8/3-5 Brands Hatch, Great Britain
8/31-9/2 Oschersleben, Germany
9/7-9 Assen, Holland
9/21-23 TBA
*To be confirmed
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FIM European Open Championship

3/16-18 Le Mans, France
4/27-29 Vallelunga, Italy
6/8-10 Hungaroring, Hungary
6/28-30 Assen, Holland
7/6-8 Pannonia Ring, Austria
7/27-29 Most, Czech Republic
9/28-30 Braga, Portugal
10/5-7 Cartagena, Spain
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FIM European Superstock Championship Series

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6/22-24 Misano, San Marino
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8/31-9/2 Oschersleben, Germany
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FIM Sidecar World Championship Series

3/30-4/1 Kyalami, South Africa*
4/20-22 Phillip Island, Australia
5/11-13 Monza, Italy
5/25-27 Donington Park, Great Britain
6/8-10 Lausitzring, Germany
6/22-24 Misano, San Marino
8/3-5 Brands Hatch, Great Britain
8/31-9/2 Oschersleben, Germany
9/7-9 Assen, Holland
9/21-23 TBA
9/28-30 Imola, Italy
*To be confirmed
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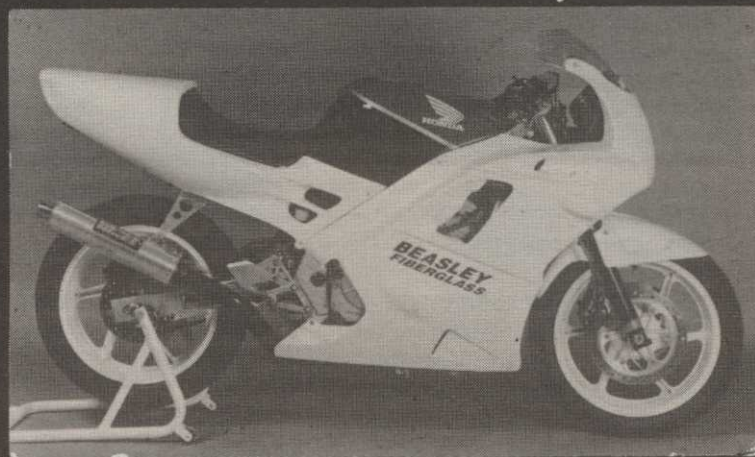
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6/28 Virginia Int'l Raceway, Danville, VA (S, R, P) (F-USA)
7/26 Colonel's Brainerd Int'l Rcw, Brainerd, MN (Pro Practice) (AMA)
8/23 Pocono Int'l Rcw, Long Pond, PA (S, R, P) (F-USA)
9/6 Portland Int'l Rcw, Portland, OR (S, R, P) (F-USA)
10-17 Daytona Int'l Spdy, Daytona Bch, FL (S, R) (F-USA)
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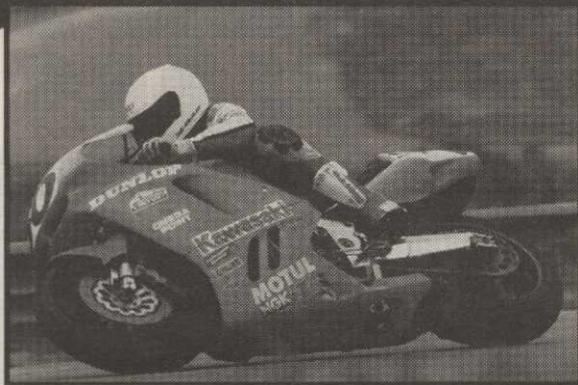
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Calendar

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- 3/23 Roebbing Road Raceway, Faulkville, GA
- 4/13 Carolina Motorsports Park, Kershaw, SC
- 4/27 Talladega Gran Prix Raceway, Talladega, AL
- 5/25 Talladega Gran Prix Raceway, Talladega, AL
- 6/8 Gateway Int'l Raceway, Fairmont City, IL
- 6/22 Carolina Motorsports Park, Kershaw, SC
- 8/10 Roebbing Road Raceway, Faulkville, GA
- 8/24 Talladega Gran Prix Raceway, Talladega, AL
- 9/7 Carolina Motorsports Park, Kershaw, SC
- 9/14 Roebbing Road Raceway, Faulkville, GA
- 10/5 Gateway Int'l Raceway, Fairmont City, IL
- 11/3-4 Talladega Gran Prix Raceway, Talladega, AL
- 12/1-2 Talladega Gran Prix Raceway, Talladega, AL

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- 3/20 Laguna Seca, Monterey, CA
- 3/21 Laguna Seca, Monterey, CA
- 3/24 Streets of Willow, Rosamond, CA
- 3/25 Streets of Willow, Rosamond, CA
- 3/28-29 Laguna Seca, Monterey, CA
- 3/31-4/1 Streets of Willow, Rosamond, CA
- 4/21 Laguna Seca, Monterey, CA
- 4/22 Laguna Seca, Monterey, CA
- 4/28 Streets of Willow, Rosamond, CA
- 4/29 Streets of Willow, Rosamond, CA
- 5/7 Sears Point Raceway, Sonoma, CA
- 5/16 Virginia Int'l Raceway, Danville, VA
- 5/17 Virginia Int'l Raceway, Danville, VA
- 5/21 Pocono Raceway, Long Pond, PA
- 5/22 Pocono Raceway, Long Pond, PA
- 5/23-24 Pocono Raceway, Long Pond, PA
- 5/28 Watkins Glen Int'l Raceway, Watkins Glen, NY
- 5/29 Watkins Glen Int'l Raceway, Watkins Glen, NY
- 6/5 Road America, Elkhart Lake, WI
- 6/6 Road America, Elkhart Lake, WI
- 6/12 Motorsports Ranch, Cresson, TX
- 6/13 Motorsports Ranch, Cresson, TX
- 6/14-15 Motorsports Ranch, Cresson, TX
- 6/23 Streets of Willow, Rosamond, CA
- 6/24 Streets of Willow, Rosamond, CA
- 7/9 Laguna Seca, Monterey, CA
- 7/17 Rausch Creek Raceway, Valley View, PA
- 7/18 Rausch Creek Raceway, Valley View, PA
- 7/23 Mid-Ohio Sports Car Course, Lexington, OH
- 7/24 Mid-Ohio Sports Car Course, Lexington, OH
- 7/26 Putnam Park Road Course, Mt. Meridian, IN
- 7/27 Putnam Park Road Course, Mt. Meridian, IN
- 8/27 Pikes Peak Int'l Raceway, Fountain, CO
- 8/28 Pikes Peak Int'l Raceway, Fountain, CO
- 9/6-7 Streets of Willow, Rosamond, CA
- 9/8 Streets of Willow, Rosamond, CA
- 9/9 Streets of Willow, Rosamond, CA
- 9/11 Sears Point Raceway, Sonoma, CA
- 9/24 Watkins Glen Int'l Raceway, Watkins Glen, NY
- 9/25 Watkins Glen Int'l Raceway, Watkins Glen, NY
- 9/26-27 Watkins Glen Int'l Raceway, Watkins Glen, NY
- 10/1 Virginia Int'l Raceway, Danville, VA
- 10/2 Virginia Int'l Raceway, Danville, VA
- 10/3-4 Virginia Int'l Raceway, Danville, VA
- 10/8 Texas World Speedway, College Station, TX
- 10/9 Texas World Speedway, College Station, TX
- 10/27-28 Streets of Willow, Rosamond, CA
- 11/3 Streets of Willow, Rosamond, CA
- 11/4 Streets of Willow, Rosamond, CA
- 11/TBA Laguna Seca, Monterey, CA

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- 5/2-3 Streets of Willow Springs, Rosamond, CA
- 8/20-21 Streets of Willow Springs, Rosamond, CA
- 10/29-30 Streets of Willow Springs, Rosamond, CA
- 11/28-29 Streets of Willow Springs, Rosamond, CA

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CLASS Motorcycle Schools

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- 3/23 Streets of Willow, Rosamond, CA
- 3/27 Laguna Seca, Monterey, CA
- 3/30 Laguna Seca, Monterey, CA
- 4/20 Streets of Willow, Rosamond, CA
- 4/27-28 Laguna Seca, Monterey, CA
- 4/28 Laguna Seca, Monterey, CA
- 4/30-5/1 Sears Point Raceway, Sonoma, CA
- 5/2 Sears Point Raceway, Sonoma, CA
- 5/11 Streets of Willow, Rosamond, CA
- 6/2-3 Second Creek, Denver, CO
- 6/11-12 Road America, Elkhart Lake, WI

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 7/30-21 Road Atlanta, Braselton, GA
 8/5-18 Norway
 8/30-31 Seattle Int'l Raceway, Kent, WA
 9/3 Portland Int'l Raceway, Portland, OR
 9/17 Streets of Willow, Rosamond, CA
 10/15-16 Sears Point Raceway, Sonoma, CA
 10/16 Sears Point Raceway, Sonoma, CA
 10/25 Streets of Willow, Rosamond, CA
 10/26 Streets of Willow, Rosamond, CA
 11/1 Streets of Willow, Rosamond, CA
 11/2 Streets of Willow, Rosamond, CA
 For additional info, call (805) 933-9936, FAX (805) 933-9987,
 website: www.classrides.com.

Cornerspeed Racing School

3/19 Virginia Int'l Raceway (North Course), Danville, VA
 4/13 Virginia Int'l Raceway (North Course), Danville, VA
 5/TBA Virginia Int'l Raceway (North Course), Danville, VA
 6/30 Virginia Int'l Raceway (South Course), Danville, VA
 8/3 Virginia Int'l Raceway (North Course), Danville, VA
 8/17 Virginia Int'l Raceway (North Course), Danville, VA
 9/21 Virginia Int'l Raceway (North Course), Danville, VA
 9/26 Virginia Int'l Raceway (North Course), Danville, VA
 9/27 Virginia Int'l Raceway (South Course), Danville, VA
 10/5 Virginia Int'l Raceway (North Course), Danville, VA
 For additional info, call (704) 332-3147, FAX (704) 332-3140,
 e-mail 1fastguy@mindspring.com, www.cornerspeed.net.

Club PCS Open Track Days

3/17-18 Carolina Motorsports Park, Kershaw, SC
 5/3-4 Moroso Motorsports Park, W. Palm Beach, FL
 5/4 Summit Point Raceway (full course), Summit Point, WV
 5/21 Summit Point Raceway (full course), Summit Point, WV
 6/16-17 Roebing Road Raceway, Faulkville, GA
 6/23-24 Summit Point Rcw (Jefferson course), Summit Pt, WV
 8/4-5 Virginia Int'l Raceway (South course), Danville, VA
 9/1-2 Talladega Gran Prix Raceway, Talladega, AL
 9/22-23 Virginia Int'l Raceway (South course), Danville, VA
 10/29-30 Moroso Motorsports Park, W. Palm Beach, FL
 11/17-18 Virginia Int'l Raceway (North course), Danville, VA
 11/24-25 Carolina Motorsports Park, Kershaw, SC
 For additional info, call (904) 451-9493, FAX (904) 253-3578,
 e-mail coldduc@pcsdays.com, www.pcsdays.com/clubpcs.htm.

dp Safety School

3/19 Laguna Seca Raceway, Monterey, CA
 4/13 Sears Point Raceway, Sonoma, CA
 4/16 Laguna Seca Raceway, Monterey, CA
 5/7 Thunderhill Raceway, Willows, CA
 5/24 Laguna Seca Raceway, Monterey, CA
 6/11 Thunderhill Raceway, Willows, CA
 6/17 Laguna Seca Raceway, Monterey, CA
 7/10 Laguna Seca Raceway, Monterey, CA
 8/1 Seattle International Raceway, Kent, WA
 8/8 Portland International Raceway, Portland, OR
 8/17 Sears Point Raceway, Sonoma, CA
 8/23 Laguna Seca Raceway, Monterey, CA
 9/24 Laguna Seca Raceway, Monterey, CA
 10/1 Thunderhill Raceway, Willows, CA
 10/15 Buttonwillow Raceway, Buttonwillow, CA
 11/13 Sears Point Raceway, Sonoma, CA
 11/19 Laguna Seca Raceway, Monterey, CA
 For additional info, call (805) 772-8301, FAX (805) 772-5929.

Fastrack Riders Track Days

3/16 Willow Springs Int. Raceway, Rosamond, CA
 4/6 Streets of Willow, Rosamond, CA
 4/13 Willow Springs Int. Raceway, Rosamond, CA
 5/18 Willow Springs Int. Raceway, Rosamond, CA
 6/1 Streets of Willow, Rosamond, CA
 6/15 Willow Springs Int. Raceway, Rosamond, CA
 7/13 Willow Springs Int. Raceway, Rosamond, CA
 8/17 Streets of Willow, Rosamond, CA
 8/31 Willow Springs Int. Raceway, Rosamond, CA
 9/7 Willow Springs Int. Raceway, Rosamond, CA
 10/19 Willow Springs Int. Raceway, Rosamond, CA
 11/16 Streets of Willow, Rosamond, CA
 11/30 Willow Springs Int. Raceway, Rosamond, CA
 12/14 Willow Springs Int. Raceway, Rosamond, CA
 For additional info, call (562) 699-2305.

FASTTRAX Advanced Street Riding School

4/27 Nelson Ledges Road Course, Garrettsville, OH
 5/25 Nelson Ledges Road Course, Garrettsville, OH
 5/26 Nelson Ledges Road Course, Garrettsville, OH
 6/30 Nelson Ledges Road Course, Garrettsville, OH
 7/18 Mid-Ohio Sports Car Course, Lexington, OH
 8/11 Nelson Ledges Road Course, Garrettsville, OH
 9/8 Nelson Ledges Road Course, Garrettsville, OH
 9/28 Nelson Ledges Road Course, Garrettsville, OH
 For additional info, call Bob Stanley (330) 494-8410,
 FAX (330) 494-8398, e-mail rstanley@neo.rr.com,

www.fastone.com.

FASTTRAX Racing School & Open Practice

4/27-28 Nelson Ledges Road Course, Garrettsville, OH *
 6/22 Nelson Ledges Road Course, Garrettsville, OH
 7/19 Mid-Ohio Sports Car Course, Lexington, OH**
 7/27 Nelson Ledges Road Course, Garrettsville, OH
 8/31 Nelson Ledges Road Course, Garrettsville, OH
 9/29 Nelson Ledges Road Course, Garrettsville, OH
 * 2-day school ** Pro Practice
 For additional info, call Bob Stanley (330) 494-8410, FAX (330) 494-8398, e-mail rstanley@neo.rr.com, www.fastone.com.

HRRA Track Days

4/8 Hawaii Raceway Park, Ewa Beach, HI
 5/6 Hawaii Raceway Park, Ewa Beach, HI
 6/10 Hawaii Raceway Park, Ewa Beach, HI
 7/8 Hawaii Raceway Park, Ewa Beach, HI
 8/12 Hawaii Raceway Park, Ewa Beach, HI
 9/9 Hawaii Raceway Park, Ewa Beach, HI
 10/14 Hawaii Raceway Park, Ewa Beach, HI
 11/11 Hawaii Raceway Park, Ewa Beach, HI
 12/16 Hawaii Raceway Park, Ewa Beach, HI
 For additional info, call (808) 541-1491, FAX (808) 832-2381,
 e-mail HawkGTP@aol.com, www.hrha.net

Learning Curves Roadrace School

3/17 Gateway Int'l Rcw, Madison, IL
 3/31 Roebing Road, Faulkville, GA
 4/7 Blackhawk Farms, S. Beloit, IL
 4/7 Roebing Road, Faulkville, GA
 4/14 Virginia Int'l Rcw, Danville, VA
 4/27 Road America, Elkhart Lake, WI
 5/5 Carolina Int'l Rcw, Kershaw, SC
 5/5 Rausch Creek Raceway, Valley View, PA
 5/19 Blackhawk Farms, S. Beloit, IL
 5/28 Roebing Road, Faulkville, GA
 6/2 Blackhawk Farms, S. Beloit, IL
 6/2 Rausch Creek Raceway, Valley View, PA
 6/9 Gateway Int'l Rcw, Madison, IL
 6/9 Carolina Int'l Rcw, Kershaw, SC
 6/13 Road America, Elkhart Lake, WI
 6/14 Road America, Elkhart Lake, WI
 6/23 Roebing Road, Faulkville, GA
 7/7 Blackhawk Farms, S. Beloit, IL
 7/14 Rausch Creek Raceway, Valley View, PA
 7/21 Rausch Creek Raceway, Valley View, PA
 7/21 Putnam Park Rcw, Mt. Meridian, IN
 7/21 Roebing Road, Faulkville, GA
 7/28 Gateway Int'l Rcw, Madison, IL
 8/4 Virginia Int'l Rcw, Danville, VA
 8/11 Rausch Creek Raceway, Valley View, PA
 8/11 Road America, Elkhart Lake, WI
 8/18 Rausch Creek Raceway, Valley View, PA
 8/25 Blackhawk Farms, S. Beloit, IL
 8/29 Blackhawk Farms, S. Beloit, IL
 9/1 Roebing Road, Faulkville, GA
 9/8 Blackhawk Farms, S. Beloit, IL
 9/22 Rausch Creek Raceway, Valley View, PA
 10/6 Gateway Int'l Rcw, Madison, IL
 10/6 Virginia Int'l Rcw, Danville, VA
 11/3 Carolina Int'l Rcw, Kershaw, SC
 For additional info, call (414) 327-0140,
 www.learningcurves.com

MARRC Roadracing School

5/12 Summit Point Raceway, Summit Point, WV
 7/7 Summit Point Raceway, Summit Point, WV
 9/8 Summit Point Raceway, Summit Point, WV
 10/13 Summit Point Raceway, Summit Point, WV
 For additional info, call Karen or Scooter Ball (301) 937-4834,
 or Brian Summers (703) 222-6655 (no calls after 10:00 p.m. ET,
 e-mail racbri@erols.com, www.marrc.org.

Midwest Track & Sport Riders Track Days

5/7 Blackhawk Farms, S. Beloit, IL
 6/12 Blackhawk Farms, S. Beloit, IL
 6/25 Gingerman Raceway, S. Haven, MI
 7/12 Blackhawk Farms, S. Beloit, IL
 8/13 Blackhawk Farms, S. Beloit, IL
 9/13 Blackhawk Farms, S. Beloit, IL
 For additional info, call Joe Eaton (815) 962-1210 days, or
 (815) 629-2313 nights, e-mail spijoe@aol.com,
 www.midwesttrackriders.org.

OMRRA Race School

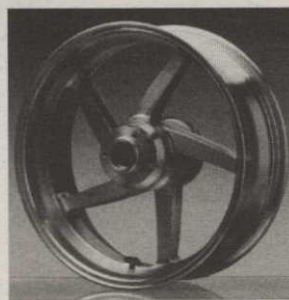
4/20 Portland Int'l Raceway, Portland, OR
 9/21 Portland Int'l Raceway, Portland, OR
 For more info, call (503) 221-1487, FAX (503) 439-6279, e-mail
 omrria@aol.com, www.omrria.com.

Pahrump Track Days

3/16 Pahrump, NV
 4/6 Pahrump, NV
 5/11 Pahrump, NV
 For additional info, call Del Brown (801) 392-4019,

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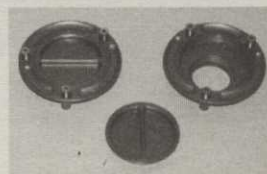
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Calendar

continued from page 85

e-mail delbrown@uswest.net.

Penguin Racing School

- 4/27 New Hampshire Int'l Speedway, Loudon, NH
- 5/4 Rausch Creek Raceway, Harrisburg PA
- 5/18 New Hampshire Int'l Speedway, Loudon, NH
- 5/22 New Hampshire Int'l Speedway, Loudon, NH**
- 6/8 New Hampshire Int'l Speedway, Loudon, NH
- 6/12-13 New Hampshire Int'l Speedway, Loudon, NH
- 7/6 New Hampshire Int'l Speedway, Loudon, NH
- 7/13 Mid-Ohio Sports Car Course, Lexington, OH
- 7/20 Rausch Creek Raceway, Harrisburg PA
- 7/27 New Hampshire Int'l Speedway, Loudon, NH
- 8/10 Rausch Creek Raceway, Harrisburg PA
- 8/17 New Hampshire Int'l Speedway, Loudon, NH
- 8/29 New Hampshire Int'l Speedway, Loudon, NH**
- 8/31 New Hampshire Int'l Speedway, Loudon, NH
- 9/16 Pocono Int'l Raceway, Long Pond, PA
- 9/26 New Hampshire Int'l Speedway, Loudon, NH**
- 9/28 New Hampshire Int'l Speedway, Loudon, NH
- 12/7 Homestead Motorsports Complex, Homestead, FL

**Street rider Track Day

For additional info, call (508) 339-4673, FAX (508) 339-5760.

STAR Motorcycle School

- 3/17-18 Firebird Int'l Raceway, Chandler, AZ
- 3/24-25 Spring Mountain Motorsports Park, Pahrump, NV
- 4/9-10 Buttonwillow Raceway, Buttonwillow, CA
- 4/23-24 Thunderhill Park, Willows, CA
- 4/28-29 Spring Mountain Motorsports Park, Pahrump, NV
- 5/14-15 Motorsport Ranch, Cresson, TX
- 6/4-5 Heartland Park, Topeka, KS
- 6/25-26 Putnam Park, Mt. Meridian, IN
- 8/6-7 Rausch Creek Motorsports Park, Harrisburg, PA
- 8/20-21 Gingerman Raceway, S. Haven, MI
- 8/27-28 Second Creek, Denver, CO
- 9/10-11 Virginia Int'l Raceway, Danville, VA
- 9/22-23 Carolina Motorsports Park, Kershaw, SC
- 10/4-5 Motorsport Ranch, Cresson, TX
- 10/15-16 Thunderhill Park, Willows, CA
- 10/22-23 Buttonwillow Raceway, Buttonwillow, CA

For additional info, call (805) 658-6333,

www.starmotorcycle.com.

Summit Point Practice Days

- 4/18 Summit Point Raceway, Summit Point, WV
- 5/11 Summit Point Raceway, Summit Point, WV (MARRC Track Day)
- 7/5 Summit Point Raceway, Summit Point, WV
- 10/3 Summit Point Raceway, Summit Point, WV

For additional info, call Roger Lyle (301) 933-2599, e-mail RogerLyle@erols.com, www.marrc.org.

T.E.A.M. Arizona's Track Time

- 3/25 Phoenix Int'l Raceway, Goodyear, AZ
- 4/28 Phoenix Int'l Raceway, Goodyear, AZ
- 5/26 Phoenix Int'l Raceway, Goodyear, AZ

For additional info, call (480) 998-9888, FAX (480) 860-1614, e-mail info@motorcycletraining.com, www.teamarizona.com/tracktime.html.

Team Pro-Motion Track Days

- 3/17-18 Carolina Motorsports Park, Kershaw, SC
- 4/14 Pocono Int'l Raceway (East Course), Long Pond, PA
- 4/22 Pocono Int'l Raceway (East Course), Long Pond, PA
- 5/4 Summit Point Raceway, Summit Point, WV
- 5/13 Pocono Int'l Raceway (East/North Course), Long Pond, PA
- 5/25 Rausch Creek Raceway (WERA School), Valley View, PA
- 6/1 Rausch Creek Raceway (CCS School), Valley View, PA
- 6/3 Pocono Int'l Raceway (East Course), Long Pond, PA
- 6/23-24 Summit Point Raceway (Jefferson Course), Summit Point, WV
- 7/7-8 Mosport Int'l. Raceway, Mosport, Ontario, Canada
- 7/13 Rausch Creek Raceway (CCS School), Valley View, PA
- 7/27-28 Rausch Creek Raceway, Valley View, PA
- 8/4-5 Virginia Int'l Raceway (South Course), Danville, VA
- 8/17 Rausch Creek Raceway (CCS School), Valley View, PA
- 8/21 Pocono Int'l Raceway (F-USA Course), Long Pond, PA
- 9/1-2 Pocono Int'l Raceway (East Course), Long Pond, PA
- 9/6 Rausch Creek Raceway (School), Valley View, PA
- 9/15 Pocono Int'l Raceway (East Course), Long Pond, PA
- 9/20 Rausch Creek Raceway (CCS School), Valley View, PA
- 9/22-23 Virginia Int'l Raceway (South Course), Danville, VA
- 10/13 Pocono Int'l Raceway (North Course), Long Pond, PA
- 10/14 Pocono Int'l Raceway (East Course), Long Pond, PA
- 10/20-21 Rausch Creek Raceway, Valley View, PA
- 11/4 Summit Point Raceway (Jefferson Circuit), Summit Point, WV
- 11/5 Summit Point Raceway, Summit Point, WV
- 11/17-18 Virginia Int'l Raceway (North Course), Danville, VA

For additional info, call (215) 675-5080, www.teampromotion.com.

Visionsports Riding Schools

- 4/5 Blackhawk Farms, S. Beloit, IL
- 5/31 Blackhawk Farms, S. Beloit, IL

6/11 Blackhawk Farms, S. Beloit, IL

7/5 Blackhawk Farms, S. Beloit, IL

8/23 Blackhawk Farms, S. Beloit, IL

For additional info, call (262) 594-3883, FAX (262) 594-3883, e-mail visionsprt@netwurx.net, website www.team-visionsports.com.

American Supercamp (Dirt Track Training)

- 2/16-17 Santa Rosa, CA
- 2/18-19 Santa Rosa, CA
- 3/16-17 Colton, CA
- 3/18-19 Colton, CA
- 3/30-31 Harrington, DE
- 4/1-2 Harrington, DE
- 4/3-4 Harrington, DE
- 5/25-26 Springfield, IL
- 5/27-28 Springfield, IL
- 8/20-21 Mead, CO
- 9/21-22 Spokane, WA
- 9/23-24 Spokane, WA
- 10/5-6 Santa Rosa, CA
- 10/7-8 Santa Rosa, CA
- 10/19-20 Colton, CA
- 10/21-22 Colton, CA
- 11/2-3 Harrington, DE
- 11/4-5 Harrington, DE
- 11/9-10 Talladega, AL
- 11/11-12 Talladega, AL

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ESPN

- 3/15 Motoworld TV Show (re-run) 5:30 a.m.
- 3/20 Motoworld TV Show 6:00 p.m.
- 3/24 Motoworld TV Show (re-run) 4:30 a.m.
- 3/27 Motoworld TV Show 6:30 p.m.
- 3/31 Motoworld TV Show (re-run) 5:30 a.m.
- 4/3 Motoworld TV Show 6:30 p.m.
- 4/6 Motoworld TV Show (re-run) 3:00 p.m.
- 4/10 Motoworld TV Show 6:00 p.m.
- 4/11 Motoworld TV Show (re-run) 1:30 p.m.
- 4/17 Motoworld TV Show 6:00 p.m.
- 4/18 Motoworld TV Show (re-run) 2:00 p.m.
- 4/24 Motoworld TV Show 6:00 p.m.
- 4/26 Motoworld TV Show (re-run) 5:30 a.m.

(All times Eastern)

Speedvision

- 3/27 World Supersport, Barcelona, Spain 10:00 p.m. (TD)
- 4/1 World Superbike, Race 1, J'nesburg, S. Africa 8:00 p.m. (SDD)
- 4/3 World Superbike, Race 2, J'nesburg, S. Africa 8:00 p.m. (TD)
- 4/3 125cc GP Suzuka, Japan 10:00 p.m. (TD)
- 4/8 250cc GP Suzuka, Japan 6:00 p.m. (SDD)
- 4/8 500cc GP Suzuka, Japan 9:00 p.m. (SDD)
- 4/17 World Supersport, Johannesburg, S. Africa 9:00 p.m. (TD)
- 4/17 125cc GP Welkom, South Africa 10:00 p.m. (TD)
- 4/22 500cc GP Welkom, South Africa 9:00 p.m. (SDD)
- 4/22 250cc GP Welkom, South Africa 10:00 p.m. (SDD)
- 4/22 World Superbike, Race 1, Phillip Is., Aus. 10:00 p.m. (SDD)
- 4/24 125cc GP Jerez, Spain 10:00 p.m. (TD)
- 4/24 World Superbike, Race 2, Phillip Island, Aus. 10:00 p.m. (TD)
- 4/29 World Superbike, Race 1, Sugo, Japan 8:00 p.m. (SDD)

(SDD) = Same Day Delayed; (TD) = Tape Delayed.
(All times Eastern)

Warning!

Event dates and locations are subject to change by promoters and sanctioning bodies. Before you set out on a cross-country trek, verify the event date and location. That's why we list phone numbers for additional info.

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Rossi Fastest In GP Tests At Jerez

By Mat Oxley

Valentino Rossi topped the times at the all-team IRTA test session at Jerez, the first occasion that the Honda, Suzuki and Yamaha 500cc teams have

early spring tests traditionally produce ultra-fast lap times, since the Jerez track works well when cool, yielding faster times than during the Grand Prix itself, held in much warmer conditions during May.

World Number Two Rossi was happy with progress on his Nastro Azzurro NSR500s, cheered all the way by the Jerez crowd, which would've outnumbered the fan count at some of the less-popular GPs. Only the Italian, plus Repsol Honda men Alex Crivillé and Tohru Ukawa, will race 2001-spec NSR500s this season, while the West Honda Pons and Shell Advance teams will run 2000-style bikes.

"We've worked well here and the bike feels good," said Rossi, who had major input into the 2001 bike which has more rearward weight bias for better corner-exit traction. "This year will be very different for me, I've a year's experience of the 500 and of the team, I think that will make a big difference."



Valentino Rossi (46) celebrated his 22nd birthday by turning the fastest times around Jerez during IRTA team testing. Photo by Yves Jamotte/Sports Photography.

shared the same racetrack this year. The Italian, who celebrated his 22nd birthday on the first day of the tests, left it until the final 10 minutes of the last day to surpass the Marlboro Yamaha duo of Max Biaggi and Carlos Checa, who had set the pace all weekend.

Rossi's 1:42.322 fastest lap was almost two seconds inside the circuit lap record, set by 500cc World Champion Kenny Roberts at last year's Spanish Grand Prix. The well-established

West Honda Pons men Loris Capirossi and Alex Barros, wearing their new black West tobacco livery for the first time, were fourth and fifth, two and five tenths slower than Rossi.

"I know I can win the title this year," said Capirossi, who won last year's Italian Grand Prix and would've challenged for the title if he hadn't suffered several injuries during the season. "All I need is some luck - every time I crashed last year I broke bones and got hurt."



Alex Barros with his Honda NSR500 in new West cigarette colors. The German tobacco company bailed out Sito Pons' team with the new sponsorship deal. Photo by Yves Jamotte/Sports Photography.

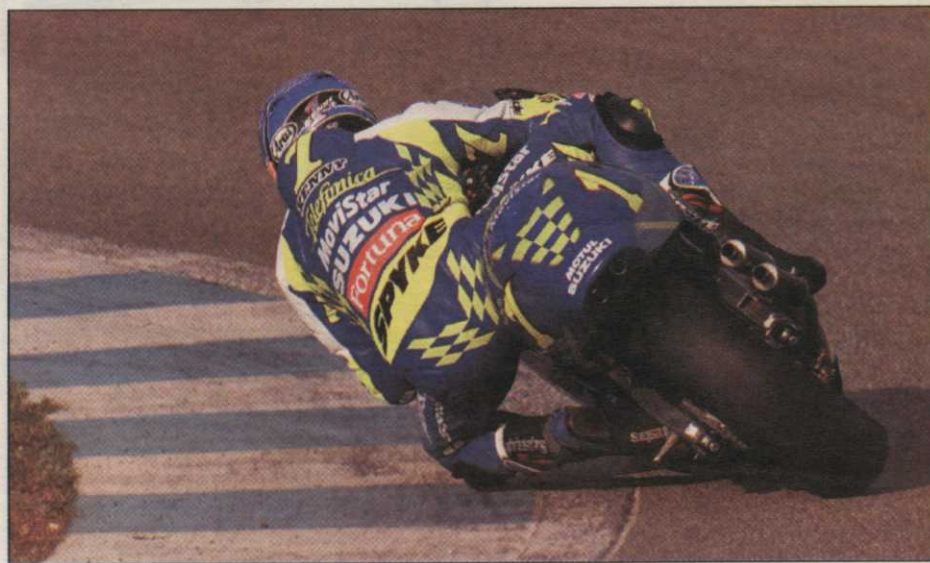
Crivillé, meanwhile, had another disastrous Jerez outing. Out of action since mangling his right hand during a November test session, he fell heavily on Sunday, suffering injuries to his left hand, the same hand he hurt badly at Assen in 1997. HRC officials believe the luckless 1999 World Champion will be back in action within a week or two. Teammate and 500cc rookie Ukawa ended the session 10th, feeling more

Apart from the new bodywork, the YZR500 has undergone only minor detail changes for the premier Championship's final year of two-stroke power.

"The bike is a bit better in suspension, traction and power delivery," said Checa. "I feel more comfortable, I can do fast and consistent times. But we still have more work to do and I'm confident we can make further improvements before the first GP."



Carlos Checa (7) aboard the latest version of the YZR500 Yamaha, with more swoopy bodywork. Checa has already ridden Yamaha's four-stroke GP bike in secret tests. Photo by Yves Jamotte/Sports Photography.



World Champion Kenny Roberts (1) was 12th fastest, and said the 2001 Suzuki RGV500 needs more power. Photo by Yves Jamotte/Sports Photography.

and more at home on his V-4, and looking forward to starting his 500cc career at the season-opening Japanese Grand Prix on April 8.

Marlboro Yamaha men Max Biaggi and Carlos Checa headed the time sheets for most of the weekend aboard their new more-slippery-looking YZR500s. Yamaha's new bodywork only features on their bikes, since the Marlboro Yamaha Team is Yamaha's number-one outfit. Unlike the three other squads running YZR500s, the Biaggi/Checa concern is 100 percent owned by the factory. The Italian and Spaniard therefore receive all new parts before the other teams, which should give them a head start in the 2001 series, though Yamaha officials admitted they might re-focus their priorities if one of the other squads runs stronger in the Championship.

Biaggi was less sure. "I could only do a couple of really good laps and I was pushing very hard," said the Italian, who surpassed Checa's Sunday best time in the last hour of the event. "I couldn't do a lot of laps at that pace, we need to improve the balance of the bike and we also need to fix some chatter."

Many riders suffered chatter at Jerez, forcing some to go back to Michelin's 17-inch tires, instead of the grippier, longer-lasting 16.5s which became so popular during 2000. But Rossi's Crew Chief Jerry Burgess reckoned that 16.5s would be the go at May's Jerez GP, since temperatures would be higher by then, with a consequent reduction in grip, which in turn would get rid of the chatter problem.

continued on page 90

J. Lindo

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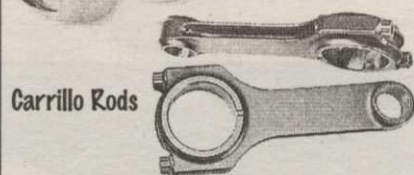
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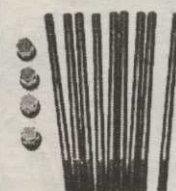
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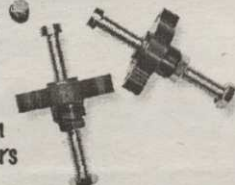


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First Person/Opinion By Chris Ulrich THE ADVENTURES OF A RACER



After the Willow weekend I brought my bike to G.M.D. Computrack to get it measured, and the prognosis from Morris Ellis was that it didn't have enough trail. We ran the "What If" program on the Computrack computer and came up with some stuff to try. The plan was that I would leave on Sunday, February 4th for Alabama to hook up with the Valvoline guys for the trip to a CCS Regional at Homestead. One night while looking through my trusty *Roadracing World*, I noticed that there was a Fastrack day at the Streets of Willow on February 2. So I packed my stuff up in the Roadracing World box van and went out to the Fastrack day to try different chassis settings. I was going to do small changes and see how each one worked. Then my dad got involved and we decided to just do the big change. That was the most logical way to do it, actually, because if I can't feel a 10mm change in ride height then I must be retarded.

I had never ridden on the long course at the Streets of Willow so when we got there I went on the track tour for new riders in Tom Sera's Fastrack van. I just got the basics on the track layout so I knew which road to take, because there are cutouts connecting different sections of the course. My first session out I had to learn the track and try the new settings. I was pretty lost at the start of that first session, but by the end I got more comfortable and started going better. The bike was way over-geared, geared for the big Willow track. My mechanic, Jeremy Daniel, found a guy with an SV650 who had extra gearing so I bought a 15-tooth countershaft sprocket off him. Jeremy installed that and the gearing got better, but it was still too tall. Goey, Aaron Goey and Tommy Hayden were out there testing 600s so that gave me someone to chase. After learning the track I got going pretty good, but I noticed that when I was riding with

the guys on 600s that they could get through some of the tighter stuff better than I could. I talked it over with Jeremy and we decided to lower the front end a little bit to get the bike to steer better in the tight stuff.

It worked and I went faster. I got down to a 23.2. I think Tommy was on 22.5 and Aaron was at 22.8. So I was pretty happy with the times. The day was to test the changes to the front end. The front of the bike was much more stable and it didn't want to tuck under. That was my main problem out at the big track. So we solved most of the handling problem with some geometry changes. That is good.

I bailed out and went home. I would be taking my dad's Dodge pickup to Alabama with three bikes, another Versah GSX-R1000, my GSX-R750 and my dad's RS125, which he had sold. All that stuff wouldn't fit in the pickup so I had to rent a small U-haul trailer from Lenny Kirschner's brother who owns a U-haul place. The plan was for me to take the Dodge out to Alabama and leave it there to haul around a 40-foot trailer I'm getting from Mark Junge. We had already taken the Dodge to Diesel Dynamics the week before for an infusion of horsepower and a set of exhaust gas temperature, transmission temperature and boost gauges. The gauges are to make sure this engine doesn't get melted down, and the truck will need the power to pull the big trailer.

But while I was scheduled to leave on Sunday afternoon, it took all day to load the truck and I moved my departure to Monday morning at 7:00. We had packed a bunch of stuff into the truck and trailer. I had my bike and my dad's 125 in the shell along with all the spares and a bunch of tires. The trailer had the GSX-R1000 and some other stuff in it.

The trip was pretty good. I drove too late the first day and that put me off schedule because I slept until 9:00 a.m. the next day. I had to fix the trans-

mission shift linkage on the second day, because when I went to put the transmission into drive, the lever moved but nothing happened. It sucked, because I was at a gas station refueling so the ground was all nasty with diesel fuel. I got the linkage back into its fitting but it popped out again when I went to put it into gear, so I bought some hose clamps and zip ties, put a hose clamp on the shaft and then zip-tied it to the gear selector and was back in business.

I made it to Monroe that night, so I was only about seven hours from Keith Perry's shop. The last day was easy; I cruised in and chilled.

I unloaded all the stuff Thursday morning at Keith's shop, the GSX-R1000 for Junge to pick up, the RS125 for the guy who bought it to pick up, and my GSX-R750 to go in the 18-wheeler with Keith and the boys. Then I loaded up two GSX-R600s that the team had sold to a guy in Florida and needed to deliver to Homestead. Todd Fenton, Grant Lopez's tuner, rode with me down to Lopez's place in Gulf Breeze, where we loaded the sold bikes into Lopez's trailer. We got all the stuff loaded and then took off in Lopez's truck. Lopez pulled an all-nighter. It was pretty good. I slept the whole way down there in the back seat. I think Todd stayed awake, I don't know, I was asleep.

We got to the track at about 10:00 a.m. on Friday to pick up the Valvoline guys. The plan was to park the semi-truck and Grant's trailer, and set up the pit garage. The only problem with that plan was that a bunch of CART teams were testing at the track, so it was basically a waste of an all-nighter. We watched for awhile and then bailed out to get Lopez's phone fixed. The CART trucks eventually left and we moved the trucks into position so the next morning all we had to was unload the bikes and other stuff.

I missed the first practice session on Saturday because there was some work that needed to be done to the bike. So my first session out was the second session of the day. My fastest lap in that session was a 1:33.00. I wasn't all that comfortable out there, but I knew that all I needed to do was get a few laps and it would come around. My second session out I felt a little bit better and got into the 1:30s. The gearing was too tall still and I needed to work on some stuff but it was going to get better. My fastest lap that session was a 1:30.4.

The next session out I got a couple of laps into it and then my bike broke. It was a pretty big failure. I came out of the chicane and it sounded like my exhaust pipe broke. I went into turn one and made one downshift and the bike went really sideways. I just thought that I let the clutch out too early. So I pulled in the clutch and blipped the throttle for my second downshift. I let the clutch out and I was up out of the seat, hanging on for dear life. The thing was trying to launch me into orbit. The noise got louder so I slowed and figured out that it wasn't just a broken pipe. So I rode it to turn six, then found a hole in the fence and went back to the pits. I had killed my first four-stroke.

I missed the next session helping Jeremy take the engine out of my bike. We were going to take the engine out of Ben Spies' spare bike, but then Barry McMahan remembered that G.M.D. Computrack was delivering a good racebike to the track that they had borrowed to display in a show, so we put my bodywork on it and swapped

.....
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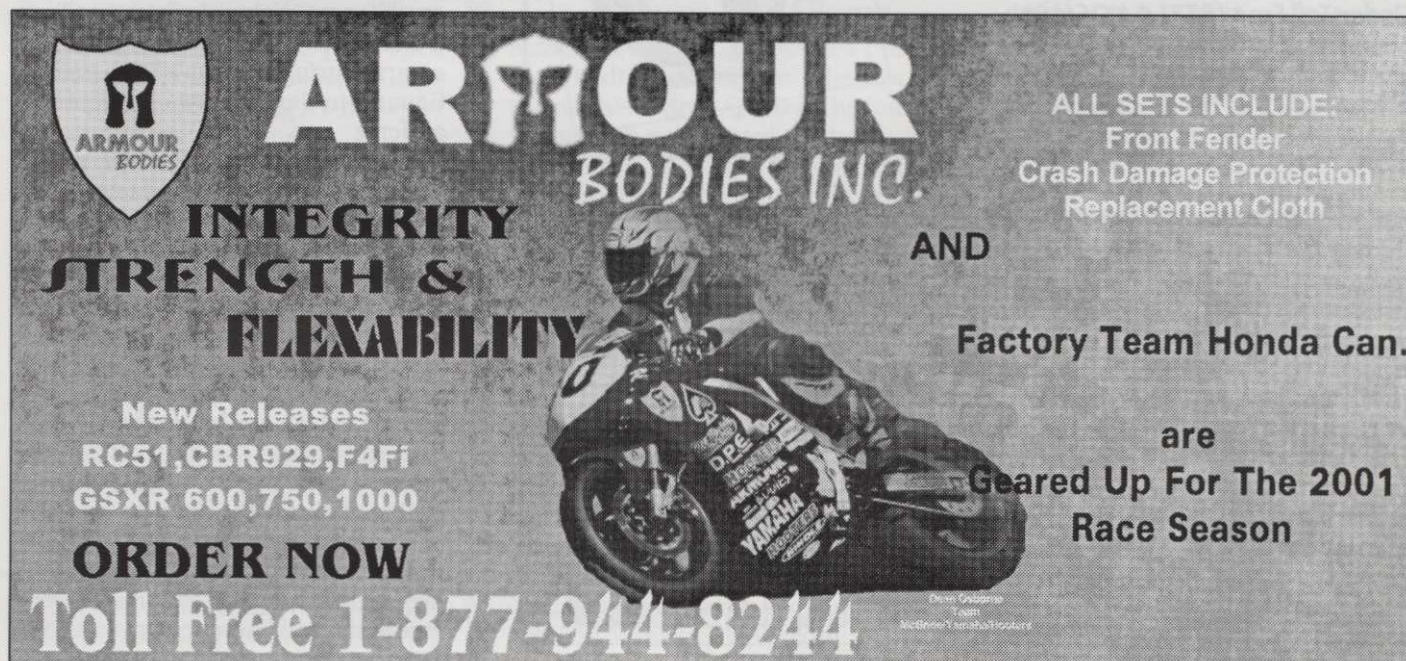
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IRTA Tests

continued from page 87

Checa also praised Yamaha's work on improving power delivery over the winter. "It's smoother than before, I'd say about 10 percent better though we still need it to be better still."

But Red Bull rider Garry McCoy, eighth-quickest at Jerez, revealed that smoother power isn't always better. "The new power curve is smoother than last year's but that didn't work well for me here," McCoy said. "I think you need a bit more of a kick out of turns here."

McCoy didn't even go out on the final day, saying he'd tested everything he needed to test, allowing his crew to prepare his bikes for the following Estoril session. "There's no point just riding round," said the Aussie, who is already feeling confident for 2001. "This year we've got a lot more experience and so I think I'll be a lot more consistent. It took us a while to get tires sorted last year, that won't be a concern this season."

Crew Chief Hamish Jamieson was impressed with his man McCoy's speed. "I'm very encouraged by his times, though obviously there's no prizes to be won here," said the Scot. "We fitted a new tire at the end of Saturday and Garry reckons he might have been able to get into the 42s if he'd continued."

McCoy was one of the few top 500cc men not to complain about sharing the track with 250cc riders. Roberts, Biaggi and others complained about the dangers of the combined sessions, Biaggi crashing on Friday after running into a 250, which he said was running "25 kph slower than me". McCoy didn't find the 250s any real problem, saying "And I really don't see the point of riding into them."

McCoy's new teammate Noriyuki Haga tumbled once during the tests, ending up ninth overall, eclipsed by 250cc graduate Shinya Nakano, who ran sixth, just behind Alex Barros and only seven-tenths slower than Rossi. Nakano worked hard all weekend, clocking an amazing 102 laps on Saturday and almost 80 on Sunday. "I just want to ride the bike as much as possible," Nakano said. "We've done some good work, too, the bike feels a bit more like my 250 now." Nakano's Gauloises Tech 3 teammate Olivier Jacque, who broke an arm during Yamaha's team tests at Sepang in January, was spectating at Jerez.

World Champion Roberts ended the three-day Jerez 12th-fastest, one place behind new teammate Sete Gibernau, and not entirely happy.

"After our last tests I had anticipated having a new bike to test here and I was really excited about that," Roberts said. "We've got the new motor and new chassis here, though the motor's not yet any better than the old one and I can't feel any difference between the chassis. But the chassis is fine, I think the Suzuki has the best chassis out there. Last year we ran the same front tire in every practice, every qualifying session and every race and I could never complain about the front. But we do eat rear tires, and we know why. We don't eat tires accelerating, we do it through the corners."

Until the 2001 motor gets up to speed, Roberts believes he will continue to suffer from this problem. The RGV500 doesn't have good corner-exit push, which forces Roberts to com-

pensate with extra mid-corner speed, and that's what he believes uses up his tires.

The American has learned more about the differences between his RGV500 and the dominant Honda NSR500 since Sete Gibernau joined Suzuki from Honda at the end of 2000.

"Sete says the Suzuki wheelies a lot more than the Honda, and the Yamaha's the same because they don't have the Honda's gyro effect, from the single crank, that pulls the front down," added Roberts. "It can make it tough on low-gearing tracks."

Suzuki is the only one of the three Japanese 500cc factories that hasn't announced any details of its four-stroke GP program. There's a good reason for this—it doesn't have one.

Last year Suzuki managers revealed that they'd be holding fire on their four-stroke GP development, and continuing with the RGV500 two-stroke into 2002, when 990cc four-strokes come into the World Championship. It might appear that Suzuki is losing ground in the race to rule GP racing's new era but maybe the factory's tardiness isn't such a bad idea. By sticking with the 500cc two-stroke into next season, Suzuki engineers will be able to judge Honda's V-5 and Yamaha's just-announced Inline Four, which will still be in their development phases, and then decide what kind of four-stroke to build for 2003. As the Bible says, "And he that shall be last shall be first" (or words to that effect).

Anyway, Suzuki Crew Chief Warren Willing believes the four-strokes may be quicker than the 500s but not over race distance. "They may be faster over one or two laps because they've got more power, but I don't see them beating the 500s over race distance," Willing said. "They've more power and more weight and that means they're going to give their tires a much harder time."

Yamaha revealed the identity of its new four-stroke GP racer at Jerez, a month after Honda announced that it will race a V-5 when GPs go four-stroke next year. The Iwata factory has built an Inline Four, which has already been ridden by Marlboro Yamaha men Max Biaggi and Carlos Checa.

The bike has already been tested at Yamaha's Fukuroi test track and at Sepang in Malaysia, where it accelerated quicker and showed better top speed than the factory's YZR500 two-stroke. Factory sources say it's not based on any of Yamaha's R series sportbikes, but is a full prototype engine and remarkably small.

"The bike felt good and easy to ride," said Biaggi. "Though it's a completely new style of engine and I'll have to adapt my style to suit it. The big thing is that it's a lot noisier, when you're in the pits it's like being at an F1 race, and I think the noise is good for the fans."

Codenamed the OW-M1, the 990cc motor uses Yamaha's trademark five-valves-per-cylinder design and is housed in an adapted YZR chassis. "I felt very at home because the chassis is so similar, it's like riding the same bike with a different engine," said Biaggi.

Biaggi and Checa will ride the OW-M1 again before the start of the 2001 season when they will run a direct back-to-back test with the current YZR500. Biaggi believes it won't be long before the four-stroke is faster, while Checa rates the bike in a different league from

his mega-tuned YZF-R1 track-ride bike. "As you know, I have a very special R1 which I use on the track," said Spaniard Checa. "It's a good bike but you can't compare it to the new four-stroke GP machine, the difference is too big. The main difference I felt from the 500 is the engine braking, plus a bit more weight, but I think the four-stroke also has more traction."

Yamaha engineers say they have been track testing the bike for six months, with GP tester Kyoji Nanba doing much of the riding during secret sessions at Fukuroi. Choosing a four-cylinder machine means that the Yamaha will have to weigh 124 kilograms (273 pounds), the same as Honda's V-5. There are higher and lower minimum weight limits for six-cylinder and three-cylinder bikes.

Kenny Roberts the elder was also talking four-strokes at Jerez, though the former World-Champion-turned-bike-builder has no immediate plans to replace his KR3 with a four-stroke GP racer.

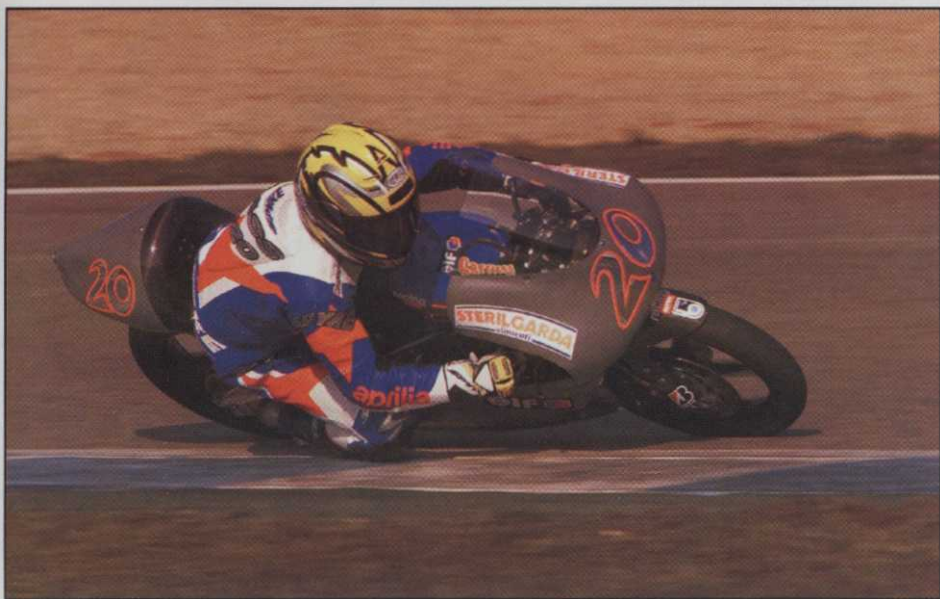
"We've looked into the whole thing and we know what we'd do if we were to go that way, we'd build a three,"

clocked seventh-fastest time at the tests, and believes he will be fast enough this year to worry the Japanese factories.

"There's no other rider I'd rather have on the bike than Jurgen," said team tuner Bud Aksland. "He always gets the best out of the thing, plus he knows what he wants and he knows how to get there. The whole bike is better this year, the chassis is where we want it and we've been able to do some work on the motor; over the past few years we've been de-tuning it for guys like De Gea and Whitham."

Chris Walker had his first serious outing on his Shell Advance Honda NSR500 and found the experience a sobering one. The Briton had ridden the bike once before at Jerez but in damp conditions, so this was his first real chance to get to grips with the bike. He ended the three days 15th quickest, just behind Norick Abe, and 2.5 seconds off the fastest times, in no doubt of the enormity of the task he faces this year.

"I'm struggling to take it all in, everything happens so much quicker,



Italian teenager Gaspare Caffiero (20) was fastest of the 125cc men at Jerez, riding an Aprilia, turning laps quicker than veterans Nobby Ueda and Lucio Cecchinello.

Photo by Yves Jamotte/Sports Photography.

Roberts said. "But I can't see us having the money to do it, not at the moment anyway."

"I think a Three would be the way to go, especially in the first two or three years, before people have worked out how to build a Four or a Five which won't eat tires. The Fours and Fives are going to make a whole lot of power and they've got to be heavier, too, I think it'll take a while before they get them working with the tires."

If Roberts does go four-stroke his Team Roberts engineering concern is ideally placed to take advantage of the cutting-edge F1 car technology in the area surrounding his British headquarters. All the major car F1 teams have design centers in Britain, including current World Champion Ferrari.

In the meantime, Roberts' three-cylinder KR3 two-stroke is much improved for 2001, with a revised chassis that has solved last year's handling problems, though according to one team member, "the biggest change is the rider". Jurgen van den Goorbergh humbled many V-4 riders on a Honda NSR500V V-Twin last year and the team hopes he'll be doing even more giant-killing this season. He

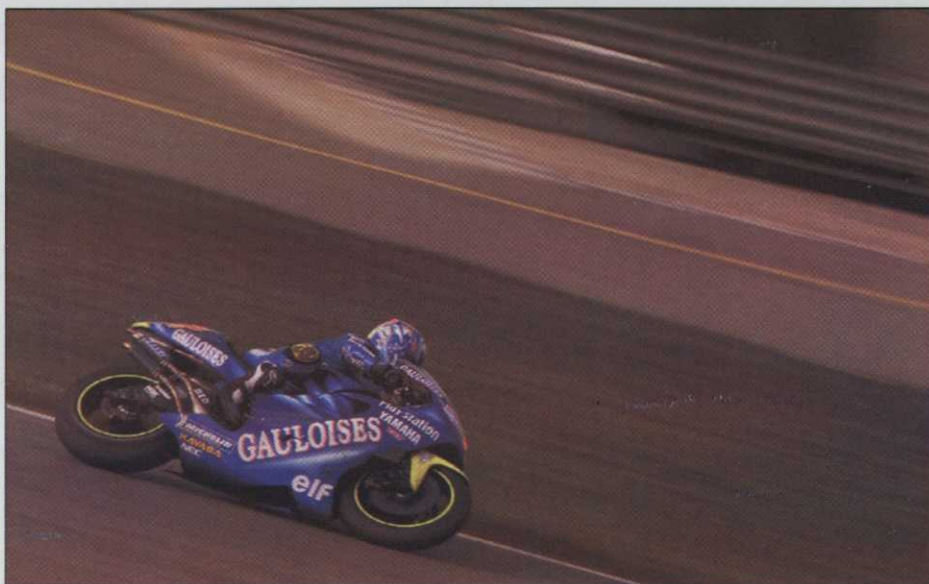
it's just a different world from the four-stroke," Walker said. "Just coming out of corners and hooking the gears is tough. On the four-stroke, you'd open the throttle and a few seconds later you'd shift. On this thing it's hard just to grab the gears in time."

Walker was also struggling to get the bike turned, since he no longer has the four-stroke's engine to help him get around a corner, and he also encountered rear-end chatter problems. Second in last year's British Superbike Series, Walker also had several World Superbike podium finishes on his GSX-R750. He reneged on a signed letter of intent to ride Suzukis in the Superbike World Championship, after GP promoters Dorna came up with backing, aimed at raising British interest in Grand Prix racing.

Checa, meanwhile, tried a thumb-operated rear brake at Jerez, following on from initial tests in Malaysia last month but the Spaniard has decided to ditch the system. First man to race with a thumb brake was Mick Doohan, who was forced into it due to leg injuries. "It seems to offer me no advantage over the usual foot brake and it has some disadvantages," said Checa.

Katoh Fastest On 250

Daijiro Katoh announced himself as a favorite for this year's 250cc World Championship by setting a blistering pace during the Jerez IRTA tests. The



Shinya Nakano was sixth-quickest on a 500 at Jerez, 0.7-second slower than the fastest man. In two days, Nakano turned 182 laps on the 2.62-mile course.

Photo by Yves Jamotte/Sports Photography.

Japanese rider, who ended his rookie GP season third overall behind Olivier Jacque and Shinya Nakano, set the fastest-ever 250cc lap at the track, 1.8 seconds inside Nakano's lap record. His best time was also seven-tenths faster than his nearest rivals, Aprilia tester Marcellino Lucchi and 125cc World Champion Roberto Locatelli, who makes the switch to 250s this year.

"We've tried a lot of different settings and I felt easy on the bike whatever we tried," said Katoh, who took second at Jerez last year, his first race at the track.

Locatelli was closely followed by teenage Aprilia rider Marco Melandri and veteran Tetsuya Harada, returning to 250s after two years on the Aprilia 500cc V-Twin.

German GP rookie Katja Poensgen had been 14 seconds off the 250cc pace on her first day aboard an Aprilia RSV250 but had cut the deficit to eight seconds by the end of the weekend.

British title hope Jeremy McWilliams missed the tests because his new British team hadn't come up with the money to lease his factory Aprilias. The Italian factory has now moved the hard-riding veteran into an Italian team, and he will have the same technical crew he used last year when he rode the factory's 500cc V-Twin.

New Italian Teen Surprises 125cc Men

Little known Italian Gaspare Caffiero on an Aprilia surprised the 125cc men at Jerez, clocking the fastest lap ahead of class veterans Nobby Ueda on a TSR Honda and Lucio Cecchinello on an Aprilia. Limbering up for his first Grand Prix season, teenager Caffiero ended the two-day session 0.189-second ahead of Ueda and over a second inside Tomomi Manako's lap record.

Ueda, who has reunited with the Japanese Technical Sports team that took him into Grand Prix racing a decade ago, is running a special TSR chassis with a Honda RS125 engine. World Championship runner-up in 1994 and 1997, Ueda was just 0.006-second ahead of former teammate

Cecchinello, who has switched to Aprilia power after years riding Honda RS125s. Fellow Aprilia factory rider Gino Borsoi was almost three-tenths back in fourth, just ahead of Derbi man Yuchi Ui, who finished second in last year's 125cc series behind

Roberto Locatelli, and is a 2001 title favorite following Locatelli's move to 250s. Manual Poggiali, another Italian teenager, was next up in sixth, fronting Gilera's return to GP racing. In fact Poggiali is riding a Derbi in Gilera livery, following the acquisition of Derbi by motor giant Piaggio, parent company of Gilera.

Tobacco Companies Sign Up While They Can

The arrival of West and Gauloises as team sponsors means that the majority of top 500cc Grand Prix teams have cigarette backing for the 2001 season. West has come into GPs with the Honda Pons outfit of Alex Barros and Loris Capirossi, while Gauloises is title sponsor of the Tech 3 outfit that runs Olivier Jacque and Shinya Nakano. They join Yamaha's long-established title sponsor Marlboro, which has backed Max Biaggi and Carlos Checa since 1999, and men like Kenny Roberts the elder, Eddie Lawson, Freddie Spencer and Wayne Rainey in the more distant past.

Last year West sponsored the now-defunct Yamaha World Superbike team and the company also backs the McLaren F1 car outfit. Gauloises was big in bike racing from the 1970s to the early 1990s, enjoying a long involvement with the French Yamaha importers Sonauto. Gauloises came back into GPs last year as associate sponsor of the Red Bull WCM team, an association that has continued into 2001.

Spanish cigarette brand Fortuna has also raised its involvement, buying space on the fairings of the Telefonica Movistar Suzukis of Kenny Roberts and Sete Gibernau, as well as the Telefonica Movistar Honda 250s of Daijiro Katoh and Emilio Alzamora. And another brand, L&M, has its livery on the fairings of the works Derbi 125s and also on those of Ducati World Superbike man Ben Bostrom.

Tobacco sponsorship is due to be banned in Europe from the end of 2006.

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